

NOTE.

THIS volume will be followed by volume IV, containing the residue of "Consular Returns," and that by volume II, containing "Comparative Tariffs," which latter volume it has been deemed expedient to pretermitt until after the publication of the Returns.

REPORT

ON THE

COMMERCIAL RELATIONS OF THE UNITED STATES

WITH

ALL FOREIGN NATIONS.

EDMUND FLAGG,
SUPERINTENDENT.

PREPARED AND PRINTED UNDER THE DIRECTION OF THE SECRETARY OF STATE, IN ACCORDANCE WITH
RESOLUTIONS OF THE HOUSE OF REPRESENTATIVES.

VOLUME III.

WASHINGTON:
A. O. P. NICHOLSON, PRINTER.
1857.

DOCUMENTS
DEPT.

RESOLUTIONS.

CONGRESS OF THE UNITED STATES.

THIRTY-FOURTH CONGRESS: FIRST SESSION.

IN THE SENATE.

Thursday, August 14, 1856.

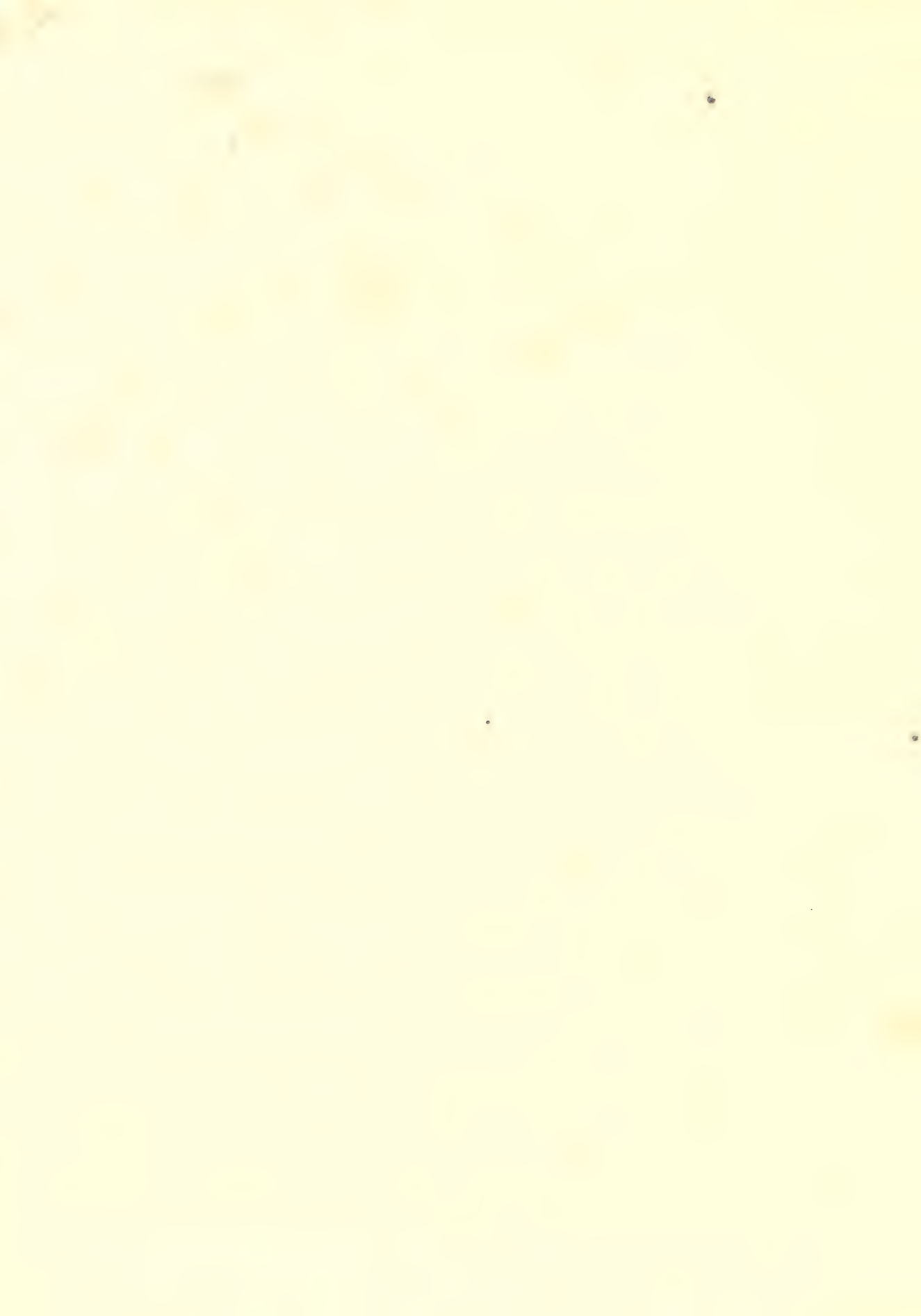
Mr. SLIDELL submitted the following resolution; which was considered by unanimous consent, and referred to the Committee on Printing:

Resolved, That the Committee on Printing be instructed to report on the expediency of printing in quarto form five thousand copies of the message of the President to the House of Representatives on Commercial Statistics, with the accompanying documents, for the use of the Senate.

Friday, August 15, 1856.

Mr. FITZPATRICK, from the Committee on Printing, to whom was referred the resolution of the 14th instant, to inquire into the expediency of printing, for the use of the Senate, five thousand copies of the message of the President to the House of Representatives on Commercial Statistics, reported the following resolution, which was considered by unanimous consent, and agreed to:

Resolved, That there be printed, for the use of the Senate, the usual number, and five thousand additional copies of the message of the President to the House of Representatives on Commercial Statistics of different nations, with the accompanying documents.



COMMERCIAL REPORT.

PART THIRD.

CONSULAR RETURNS.

EXTRACT FROM THE LETTER OF THE SUPERINTENDENT SUBMITTING THE REPORT. (a)

THESE documents are the answers of United States consuls to the circular of this Department of March 15, 1854, already referred to, issued with a view to obtain the requisite materials for this Report. No very considerable portion of each of these returns, however, it was soon found, could be made available in the work; and, although parts of some of them might not be deemed of the first importance, still, as much valuable information would unquestionably be withheld by their entire suppression, no better mode of making them serviceable could be thought of than to present them, with a few exceptions, exactly as received—such modifications, in form and substance, alone being made as seemed demanded by regard to uniformity and propriety. The authors of these returns have thus the credit of their service, when it has proved creditable, as it generally has, by having their names appended to their works, while they thus, also, receive salutary encouragement to make still more vigorous and useful efforts in the same manner in future.

To make a digest of the varied and comprehensive commercial intelligence conveyed by these returns—the only remaining mode of disposing of them if they were neither to be published entire nor suppressed—would have involved an expenditure of time which could not, under all the circumstances of the case, be seriously contemplated, however valuable such digest, when completed, might have proved to be.

Errors of fact and deduction have often been detected in these returns in preparing them for the Report, and they have in most instances, though not in all, been corrected; while discrepancies, of more or less moment, between the statements and estimates of the returns and of other portions of the work, will be frequently perceived. In the various tables of Comparative Tariffs, for example, the rates of duty will generally be found somewhat higher when given in the returns than in the statements prepared from the original publications in this office, owing, mainly, to the fact that, by the United States official standard of foreign moneys used in this work, their

value is more or less depreciated from that sustained by them in the countries whence they emanate. The commercial value of such foreign moneys must also, as a matter of course, be governed at all times by the rate of exchange for the time being.

Papers accompanying returns, as exhibits, &c., and referred to as such in the returns, have not often been deemed sufficiently important to be given; but the reference to these exhibits, as well as to all authorities cited, has, for obvious reasons, in all cases, been scrupulously retained. Changes have oftener, perhaps, been made in the tabular statements accompanying the returns than in other portions—uniformity, perspicuity, condensation, and statistical exactness requiring at times considerable modifications in form—several tables of kindred character being often thrown into one.

It has not been found possible, in all instances, with scrupulous care, to avoid repetitions; but it has been considered that light is sometimes thrown on a subject by one mode of statement which is not thrown by another; and conciseness has, at times, been sacrificed to perspicuity. For the same reason, restriction to the consular returns in answer to the circular has not always been deemed advisable; and they have been accompanied, to some extent, by other commercial matter found in the bureaus of the Department, received from consulates and legations, containing information of the character demanded by the resolution. Thus the number of consulates from which answers to the circular of March 15th have been received, as given in the Report, is about one hundred and thirty; while the whole number of despatches and returns from legations and consulates presented is nearly one hundred and fifty.

The value of well considered and carefully-prepared returns on commercial subjects from agents of the government abroad cannot well be estimated too highly. In no manner can a consular corps render better service to the country by which it is sustained; and prompt obedience on the part of United States consuls to the instructions recently issued from this Department cannot fail to supply it most abundantly, in future, with all required information on the commercial relations of the United States with all other nations.

A system like this has long existed under other governments, especially under those of Great Britain and France; and the value attached to its results by the latter nation may be inferred from the fact, that, during the last thirteen or fourteen years, a volume, averaging in size more than a hundred large octavo pages, has been issued every month from the commercial bureau of the Ministry of Agriculture, Commerce, and Public Works, made up of digests of returns from French consuls abroad, and entitled "*Annales du Commerce Extérieur*." The order of publication is such that the monthly sheets containing commercial facts and commercial legislation in foreign countries, thus digested from consular returns, may, from time to time, as they accumulate, be readily made up into volumes—each volume being devoted, if convenient, to a distinct country. And thus, we already have, since 1843, a commercial encyclopedia, or library, of more than twenty large volumes, which, inasmuch as it affords much information, even as regards the United States, nowhere else to be found in detail, has proved invaluable for consultation in preparing the present Report. But this commercial library has been compiled with peculiar reference to French interests, and its value to France is, of course, far greater than to any other country.

Whether, in view of these results in France, and of the importance of the subject itself, it may be deemed advisable to take steps for a somewhat similar disposition of the returns which the late instructions to consuls have already caused to accumulate in this department, and to do

this in connexion with the Annual Report on "Commercial Changes" now required by law, is most respectfully submitted for your consideration.

By a resolution of the House of Representatives of December 26, 1854, the President of the United States was requested to communicate to that House, in connexion with the Report now submitted, which was then in course of preparation, copies of all returns of consuls and commercial agents of the United States, made in reply to a circular from the Department of State, dated October 8, 1853, or such portions thereof as he might deem expedient. This resolution was referred to this Department, and I was charged with its answer. The returns alluded to are voluminous and valuable, relating chiefly to ship building, shipping, navigation, tonnage, sailors in merchant service, &c. Progress has been made in preparing and copying these documents as required, and the work will be submitted to you when completed.(a)

(a) Submitted February 3, 1857. See page 489 of this volume.

CONTENTS.

CONTENTS

OF

VOLUME III.

CONSULAR RETURNS.

	Page.
CIRCULAR TO CONSULS.....	3,490
BRITISH DOMINIONS.	
London.....	7,499
Liverpool.....	508
Leeds.....	9,558
Newcastle.....	9
Kingston-Upon-Hull.....	11
Bristol.....	14,564
Falmouth.....	571
Plymouth.....	15,577
Guernsey.....	580
Southampton.....	15,583
Leith.....	15,607
Dundee.....	18
Glasgow.....	20,615
Belfast.....	26,623
Cork.....	27,628
Hong Kong.....	28,634
Calcutta.....	640
Bombay.....	29,649
Singapore.....	34,654
Sydney.....	39,676
Melbourne.....	41,681
Hobart Town.....	43,687
Auckland.....	693
Gibraltar.....	43,698
Malta.....	45
Cape Town.....	46,710
St. Helena.....	49,717
Montreal.....	51,723
Halifax.....	53,731
St. John's.....	57,734
Pictou.....	58
Prince Edward's Island.....	59
Kingston.....	61,741
Nassau.....	63,749
Barbadoes.....	65,753

	Page.
Trinidad	67, 758
Bermuda	760
Antigua	762
St. Christopher	68, 764
Port Stanley	768
RUSSIA.	
St. Petersburg	73
Cronstadt	81
Odessa	82
Helsingfors	84
FRENCH DOMINIONS.	
Paris	87
Havre	88
Nantes	92
La Rochelle	93
Bordeaux	95
St. Pierre	98
Algiers	100
SPANISH DOMINIONS.	
Cadiz	105
Malaga	109
Barcelona	116
Port Mahon	117
Denia	118
Alicante	119
Havana	122
Matanzas	146
Trinidad de Cuba	149
St. John's	151
Ponce	154
Manila	156
PORTUGUESE DOMINIONS.	
Oporto	163
Funchal	168
Fayal	169
BELGIUM.	
Antwerp	175
DOMINIONS OF THE NETHERLANDS.	
Rotterdam	179
Amsterdam	181
Paramaribo	183
Batavia	185
Philipsburg	188
Curacao	190
Padang	191
DANISH DOMINIONS.	
St. Croix	195
St. Thomas	196

CONTENTS.

XV

SWEDEN AND NORWAY.

Stockholm	Page. 201
Gothenburg	210

ZOLLVEREIN.

Aix-la-Chapelle	215
Stettin	220
Angsburg	222
Nuremberg	226
Stuttgart	227
Mannheim	228
Sonneberg	232
Frankfort-on-the-Mayn	233

AUSTRIA.

Vienna	251
--------------	-----

HANSE TOWNS.

Hamburg	257
Bremen	267

SWITZERLAND.

Basle	279
Zurich	286
Geneva	292

ITALIAN STATES.

Genoa	297
Turin	298
Carrara	299
Naples	299
Messina	302

TURKEY, THE LEVANT, &c.

Smyrna	307
Beirut	319
Canea	321
Cyprus	330
Alexandria	330
Athens	331
Zante	342

BARBARY STATES.

Tangier	355
Tripoli	361
Tunis	362

MUSCAT.

Island of Zanzibar	367
--------------------------	-----

CHINA.

Canton	371
Foo-Chow-Foo	375
Amoy	375
Shanghai	376

	Page.
POLYNESIA.	
Honolulu	383
Lahaina	385
Hilo	386
Friendly Islands	393
Feejee Islands	394
HAYTI.	
Port au Prince	399
Cape Haytien	400
Aux Cayes	402
MEXICAN REPUBLIC.	
Vera Cruz	407
Monterey	411
Tampico	412
Acapulco	416
Mazatlan	419
Paso del Norte	419
Tehuantepec	420
Minatitlan	420
CENTRAL AMERICAN STATES.	
Punta Arenas	425
Omoa and Truxillo	427
SOUTH AMERICAN STATES.	
Cartagena	431
Panama	432
Aspinwall	433
Maracaibo	436
Puerto Cabello	439
Laguayra	440
Guayaquil	442
Pernambuco	444
Para	447
Bahia	449
Callao	457
Arica	463
Payta	464
Tumbez	469
Talcahuano	472
Buenos Ayres	474
Asuncion	479
Montevideo	481
INDEX	771

ERRATA.

THE sheets of this volume, since leaving the press, have been examined with care; but, although some errors of a typographical character have been detected, which had escaped the eye in correcting proof, none deemed sufficiently important to require more special designation have been discovered.

PART III.

CONSULAR RETURNS.

COMMERCE.

CIRCULAR TO UNITED STATES CONSULS.

DEPARTMENT OF STATE, *Washington, March 15, 1854.*

To.....

UNITED STATES CONSUL,

at.....

SIR: The Department having been called upon, by a resolution of the House of Representatives, to report to that body a statement of the privileges and restrictions of the commercial intercourse of the United States with all foreign nations, together with a summary of the average aggregate value of exports to each country, for the years 1851, 1852, and 1853, of articles the growth, produce, or manufacture of the United States, with the average amount of duties thereon accruing to each country, you are desired to furnish, at the earliest possible period consistent with the nature of the demand, copies of all commercial regulations, (otherwise than by treaty,) and of all enactments, or modifications of existing revenue laws, such as foreign tariffs, decrees, royal orders, or other laws or regulations within the power of the consulate to obtain, and not heretofore transmitted, which may have influenced in any manner, directly or indirectly, the commerce of the United States at the ports within your jurisdiction, from the commencement of the year 1851 to the end of the year 1853.

You are, also, desired to return specific answers to the following interrogatories, so far as you may be enabled to do so, except where the answer is contained in the documents which may be transmitted by you:

1st. Should there exist any treaty of commerce between the United States and the government to which you are accredited, are the terms of such treaty faithfully adhered to? If not, specify in what points it is, or has been, disregarded.

2d. Is the commercial intercourse of the United States, within your consular district, dependent solely on the regulations of the mother country, or on local legislation, or partly on both? Are the present existing regulations temporary or fixed for a definite period? If temporary, specify the contingencies on which rests the liability to change, together with the nature of the authority by which such change is made.

3d. Are there any privileges permitted to the commerce of other nations which are denied to the United States? And are there any restrictions imposed on the commerce of other nations and not on that of the United States? In either case, specify the nature and operation of such privileges or restrictions.

4th. What are the amount and character of the port charges and other dues levied on vessels of the United States? And what the amount and character of the same charges levied on national vessels?

5th. Is the transshipment in vessels of the United States of goods, either to another port in the same country, or to a foreign port, permitted? If so, with what privileges or restrictions?

6th. Are the moneys, weights, and measures, known and in common use at the port or ports of your consular district the same as those established by the supreme law of the mother country? If otherwise, transmit a statement, reducing them to the standard of the recognized *national value*, and tables of the same, accompanied with as accurate an estimate as possible of their individual value in the *federal moneys, weights, and measures, as established by the laws of the United States*.

You are also instructed to give, in a *tabular form*,

1st. The wholesale and retail prices at ports within your consular district, during the year commencing on the *first* of July last, of all commodities exported to the United States upon which duties are levied under existing laws, as well as of such as are so exported free of duty.

2d. The rates of insurance, freight, and commissions usually charged upon said commodities when exported to the United States.

3d. The modes and terms of sale.

4th. The average rates of exchange during each month in the said year, and the true par of exchange between the United States and the said ports.

5th. The duties on exports to and imports from the United States.

6th. The various internal taxes, as far as it is practicable to ascertain them, levied upon said commodities either in a crude, partially manufactured, or wholly complete state.

7th. The rates of wages in the various branches and occupations of labor, and of personal service in the business of commerce and trade.

Also, to exercise especial care, in all instances, to give the information called for in this circular *in federal currency, weights, and measures*.

You will send full and regular files of price current sheets for said year, at the most important markets in your consular district, and will add such further information of a general or particular nature as you may judge valuable, together with such suggestions as your experience leads you to think would be beneficial to the commerce and navigation of the United States.

I am, sir, very respectfully, your obedient servant,

W. L. MARCY.

BRITISH DOMINIONS.



BRITISH DOMINIONS.

ENGLAND.

LONDON.

ROBERT B. CAMPBELL, *Consul*.

FEBRUARY 3, 1855.

I have the honor to forward herewith a statement containing the information called for by a circular from the Department of State, dated the 15th of March, 1854, so far as it is practicable to obtain it.

ANSWERS TO QUERIES. (a)

FIRST SERIES.

1st. There is a treaty of commerce, &c., which, as far as I can learn, is faithfully adhered to.

2d. The commercial intercourse of the United States within this consular district depends solely on treaty, and on the regulations of the mother country. The present existing regulations are fixed by the treaty renewed in 1827, which may be annulled by twelve months' notice, given by either of the contracting parties.

3d. There are neither privileges nor restrictions in any case; all are placed on the same footing.

4th. See table of the rates of pilotage annexed, marked A. (b)

Duties payable to the corporation of the Trinity House on foreign, not privileged, or vessels not entitled to British registers, B.

Duties payable to the corporation of the Trinity House on over-sea vessels, with British register privileged as British, C.

Duties payable to the corporation of the Trinity House on coasting vessels, D.

5th. It is permitted without any restrictions or privileges.

6th. They are the same as those established by the supreme law of the mother country.

(a) The numbers prefixed to the Answers correspond, in all instances, with those borne by the Queries of the Circular already given on pages 3 and 4, frequent reference to which, for a proper comprehension of the information conveyed, will be, of course, indispensable.

(b) "Papers accompanying returns, as exhibits, &c., and referred to as such in the returns, have not often been deemed sufficiently important to be given; but the reference to these exhibits, as well as to all authorities cited, has, for obvious reasons, in all cases, been scrupulously retained."—*Superintendent's Letter*, vol. 1, p. ix.

SECOND SERIES.

1st. It is not practicable to give the retail prices (*a*) with any reliable degree of accuracy, inasmuch as they depend, not only on the quality of the commodities themselves, which I have no means of ascertaining, but on the seasons, the extent of competition, the locality where sold, and various other causes which occasion large fluctuations in the state of trade.

2d. Insurance is from $\frac{3}{4}$ to $\frac{1}{2}$ per cent., according to season of the year, nature of the goods insured, and character of vessels employed. Freight is from 10s. to 25s. per ton, heavy goods only being taken at the lowest quotation; commissions are from 2 to $2\frac{1}{2}$ per cent. generally, but are occasionally varied under special arrangement, exclusive of brokerage and commission on receiving and paying.

3d. The modes of sale are by public auction, and private contract, and the terms vary with the modes of sale and articles sold. Tobacco is sold by private contract, 2 months prompt, and 2 per cent. discount for cash; brokerage 10s. per hhd. Allowance for tare and tret varies with the quality of the tobacco. On Virginia and Kentucky, 38 lbs. off the net weight of hhd., and 4 lbs. off every 104 lbs. of the remainder, and a fixed allowance of 3s. 7d. per hhd. to the merchant. On Maryland, 19 lbs. off the net weight of hhd., and 4 lbs. off every 104 lbs. of the remainder, and allowance of 3s. 7d. per hhd. to the merchant; 1 per cent. discount on Havana. Java and Cuba, 1 lb. per cwt., and 4 lbs. per 104 lbs., $2\frac{1}{2}$ per cent. discount, and 3s. 7d. per hhd.

4th. The United States draws on this country, and the exchange is fixed there. Drafts on the United States are seldom made in this city. The very few that have been made have been done at $47\frac{1}{2}d.$ to $48d.$ per dollar. The value of the pound sterling has been fixed by law at \$4 84, which is the true par very nearly. This value is fixed by act of Congress. There has been no act of Parliament fixing the values of dollars and cents.

5th. There are no duties on commodities exported from this country. (*b*)

7th. Barge builders and shipwrights, piece-work generally average 6s., per day about, superior workmen more; beaver hat makers, 24s. to 30s. per week average; boot and shoe makers, 20s. to 30s. per week average; bricklayers, 4s. to 5s. per day average; cellarmen, 15s. to 21s. per week average; clerks, £20 *a* £2,000 per annum, average; druggists' men, 20s. to 60s. per week average; dock laborers, 15s. to 18s. per week average; furriers, 6s. to 30s. per week average; glaziers, 3s. 6d. to 5s. per day average; leather dressers, 5s. per day average; lightermen, 28s. to 30s. per week average; messengers, £50 to £80 per annum; millwrights and machinists, 5s. to 7s. per day; masons, 5s. to 5s. 6d. per day; paper-hangers, 6s. per day; painters and plumbers, 3s. 6d. *a* 5s. per day; plasterers, laborers, 18s. per week; porters, usually by the job, or when constantly employed, about 21s. per week; smiths, 6s. per day, fair workmen; tanners, 15s. to 18s. per week, and 5s. per day; tailors, 6d. per hour at the west end of the town; at the east end, paid by the piece; remuneration varies considerably. Weavers' and dyers' wages depend entirely upon the state of business; at times as low as 3s. per day, at others equal to 10s. per day; a much lower class of hand-loom weavers earn but as much per week at times.

Average weekly wages.—Wages in London for weaving: Plain silks, 12s. to 18s. per week; fancy do., 15s. to 21s. per week; satins, (low quality,) 8s. to 10s. per week; satins, (rich

(*a*) The wholesale prices of the commodities exported from London to the United States are given at great length by the consul in tabular form, but are not deemed sufficiently important for insertion.

(*b*) The duties on imports given by the return are omitted. See "Comparative Tariffs," Part II

quality,) 12s. to 18s. per week. Weaving other goods, (except velvets,) 14s., which may be considered as an average of the earnings of a loom during a fair state of trade. Velvets, ordinary quality, 13s. 3d. per week; rich, do., 17s. 8d. per week.

The principal part of the mechanical labor done in this city is by piece-work or contract, and consequently the average earnings of the workmen mainly depend on their industry and skill.

Agricultural laborers, employed in the vicinity of London, average from 10 to 15 shillings per week during summer and spring; and women employed in field-work receive about 2s. 6d. per day. Many of these laborers, however, are, in consequence of the scarcity of work in winter, glad to work at that season for what they can get. The laborers employed in various trades are paid generally at the rate of from 12 shillings to a guinea per week, according to the nature of their employment.

Personal service.—It is impossible to state, with any degree of accuracy, the amount of remuneration for personal service. It depends altogether on the nature of the service and talent required. Clerks, and persons of that class, are paid salaries, varying from twenty pounds to upwards of two thousand per annum, according to their length of service, the nature of their occupation, and the confidence reposed in them. Some mercantile clerks receive a salary more than the amount usually paid, in consideration of their long service.

LEEDS.

ALBERT DAVY, *Consul*.

JUNE 21, 1854.

I have the honor to transmit answers to the circular of the 15th March, which I have very carefully prepared. The rates, dues, and charges payable at the ports of Hull and Newcastle, as well as the wages for laborers, are cast into federal money, as requested:

ANSWERS.

PORT OF NEWCASTLE.

FIRST SERIES.

3d. There are no privileges that British or any other vessels have which American vessels have not to the same extent: but there are restrictions and extra charges at this port on the vessels of some other nations that have not treaties of reciprocity with this country, viz: France, Two Sicilies, and Portugal. French vessels, taking cargoes to, or bringing them from, any place but France proper, are subject to double the ordinary light-house dues; also, to double harbor lights, double Ramsgate dues; and in case the vessel loads coals or grindstones, instead of paying 4 cents, or 2d., per chaldron town dues, as the vessels of nations in reciprocity, 16 cents, or 8d., per chaldron is charged. When the vessel goes to any place but France proper, such vessels also pay 12 cents, or 6d., per foot extra pilotage. Vessels belonging to the Two Sicilies are subject to the same extra charges. Vessels belonging to Portugal have the additional privilege of taking cargoes to or from their own colonies on the same terms as to Portugal proper, but to or from any other country they are subject to the above extra charges. There are, also, other nations, such as some of the South American States, whose vessels are subject to these extra charges, but such vessels never visit this port. These extra local dues are, nevertheless, payable by all foreign vessels coming to this port, but the British government satisfy these claims on the vessels of nations in reciprocity.

4th. The port charges on vessels of the United States are the same as on British vessels. Annexed are particulars of the charges on a vessel of 400 tons register, carrying 200 chaldrons, or 530 tons, of coals and 60 tons of other goods.

5th. Vessels belonging to the United States (by a law passed this session of Parliament) are allowed to carry goods of any kind coastwise without any restriction, and with every privilege that British vessels enjoy.

List of clearing charges at the port of Newcastle, charged on an American vessel of four hundred tons register, carrying two hundred chaldrons of coals and sixty tons of other goods.

Charges.	U. S. currency.	Sterling.
Low lights.....	\$0 61	£0 2 8
Life boats, (once a year).....	73	3 0
Pier dues.....	8 07½	1 13 4
Night office.....	48	2 0
Brindlington pier.....	1 21	5 0
Whitby pier.....	2 02½	8 4
River watch.....	2 02½	8 4
Ramsgate.....	4 84	1 0 0
Trinity lights.....	54 55½	11 5 5
Tower dues { Cargo.....	8 07	1 13 4
{ Ship.....	77	3 2
	83 39	17 4 7

If the vessel bring ballast, there is an additional charge on it of about 36 cents, or 1s. 6d., per ton on the ballast.

Sea pilotage, in winter, is 36 cents, or 1s. 6d., per foot; and in summer, 30 cents, or 1s. 3d., per foot.

Towage, according to distance, from \$1 21, or 5s., to \$14 52, or £3.

SECOND SERIES.

1st. Annexed are the prices of the goods usually sent from this port to the United States on the 1st July, 1853, and the 1st May, 1854.

2d. Insurances are mostly effected in the States; the rate here runs from 2½ to 5 per cent., according to season and class of vessel. Freights from \$4 84, or 20s., to \$7 74, or 32s., per ton, according to circumstances. Commission for purchasing is usually 2½ per cent.

3d. Sales are made either by direct correspondence or through agents resident here. Terms vary, with the articles, from 2 to 4 months. Bills, and a various discount for cash, are the ordinary terms.

4th. The exchange at this port from the States has been from 109 to 109¼, and the par of exchange is \$4 84 to £1 sterling.

5th. There is no export duty payable on goods to the United States.

6th. There are no internal taxes levied on any of the commodities mentioned, either in a crude, partially manufactured, or wholly complete state.

7th. Wages in the iron trade:—skilled workmen, from \$4 84, or 20s., to \$9 68, or 40s., per

week; but in many cases the men work by piece-work, and make much more. Laborers and boys are paid much less—say from 97 cents, or 4s., to \$4 36, or 18s., per week.

In glass works the wages are about the same as in the iron; the men nearly all working by the piece.

In alkali, and other chemical, color, and lead works, the greatest portion of the work is done by unskilled laborers, with proper parties overlooking and managing. The laborers' wages will run from \$3 39, or 14s., to \$4 36, or 18s., per week; better workmen, \$4 84, or 20s., to \$6 05, or 25s., per week; boys from 73 cents, or 3s., to \$2 42, or 10s., per week. Several women and girls are employed at lead works and glass works, whose wages run from 73 cents, or 3s., to \$2 42, or 10s., per week.

PORT OF KINGSTON-UPON-HULL.

FIRST SERIES.

1st. The terms of the treaty between the United States and Great Britain, so far as I know, are strictly adhered to.

2d. The commercial intercourse of the United States within this consular district is dependent solely on the regulations of the mother country, excepting as respects local dues.

3d. There are no privileges permitted to the commerce of other nations, which are denied to the United States. On the other hand, some few nations, not having reciprocity treaties with this country, have to bear certain increased charges. Most mercantile nations have these reciprocity treaties, but some have not, as France, the Two Sicilies, Portugal and Brazil, and other South American States. France is in reciprocity in the direct trade; but not as respects the indirect trade; so also with the Two Sicilies. Vessels belonging to Portugal have the privilege of taking cargoes to or from their own colonies on the same terms as to Portugal proper; but to or from any other country they are subject to the extra charges. These increased charges at this port are, double dock dues, corporation dues, as per list annexed.

Light dues and Dover and Ramsgate dues, about double Trinity House buoyage dues on British vessels, or \$1 56 (6s. 6d.) for 100 tons, and 12 cents, or 6d. additional for every further 10 tons. If not British, and not under reciprocity, then \$2 64 or 11s., under 65 tons; \$3 39 or 14s., 65 and under 135 tons; \$4 11 or 17s., 135 to 170 tons; \$4 84 or 20s., 170 to 180 tons; and 24 cents, or 1s. further for every additional 10 tons.

The charge for pilotage is one uniform charge on all vessels. In the case of reciprocity, the excess beyond the rate of charge for British vessels is paid by the British government. The Hull Dock Company some time since compounded these charges with government for a fixed annual sum.

The more common cases of the higher non-reciprocity rates being paid at this port, are in respect of French vessels coming from Holland, Hamburg, or some other indirect port; rarely a Brazilian vessel enters here.

4th. The port charges levied on United States vessels are the same as those on British vessels. Annexed are charges paid on two United States vessels, recently in this port.

5th. By recent enactment of the legislature, the United States vessels have privilege of coasting in this country, and they have the other privileges enjoyed by British vessels.

6th. The moneys, weights, and measures in common use at the ports in this district, are the same as those established by the law of the country.

Local charges at Hull on the "Columbia" of New York, 708 tons.

Pilotage from sea, 19½ feet at \$1 21 or 5s.	\$23 60
Pilotage to sea, 12½ feet at 65 cents or 2s. 8d.	8 12½
Light duties, south passage(a).....	96 24
Anchorage and jettage.....	2 30
Dock dues on 692 tons, O. M., 33½ cents or 1s. 4½d.....	231 82
Trinity House buoyage.....	8 83
	<hr/>
	370 91½
	<hr/>

On the "Helen Maria" of Bath, 446 tons.

Pilotage from inside river to Hull.....	\$9 08
Pilotage to sea.....	6 45
Light dues on 471 tons(a).....	84 38
Dock dues on 432 tons, O. M.....	143 75
Trinity buoyage.....	6 05
Anchorage and jettage.....	2 30
	<hr/>
	252 01
	<hr/>

N. B.—There are other charges, such as boat-hire, steam-towing, laborers discharging cargo, &c., generally incurred here, but only chargeable for services rendered according to distance, time occupied, &c., and may be entirely avoided if the captain of a vessel considers it economical so to do.

Scale of ancient and usual dues, payable to the corporation of Hull, upon ships and vessels entering inwards and clearing outwards.

ALIEN SHIPS.		BRITISH SHIPS.			
		ANCHORAGE.		JETTAGE.	
				Inwards.	Outwards.
Anchorage, if under 100 tons burden.....	\$0 36	If under 40 tons 40 and not 45..... 45 and not 50..... 50 and not 100..... 100 and not 150..... 150 and not 200..... 200 and not 250..... 250 and not 300..... 300 and upwards	\$0 24 24 36 36 48 48 60 60 60	\$0 36 48 48 60 84 1 08 1 20 1 44 1 68	\$0 24 24 36 60 84 96 1 20 1 44 1 56
100, not 200 tons	48				
200 and upwards.....	72				
Jettage, under 100 tons	3 24				
if loads out more.....	84				
100, not 200 tons.....	4 08				
if loads out more.....	1 20				
200 tons and upwards	4 80				
if loads out more.....	1 68				
Hostage, per each pound sterling of the freight					
inwards	4				
and among the officers, per ship	72				
Ballast, per each ton taken outwards	4				

Freemen are exempt from anchorage, but freemen, as well as non-freemen, pay jettage. The charge for jettage is not made, unless with goods landed or taken in at Hull, or within the harbor. British ships pay no hostage, and nothing for ballast.

SECOND SERIES.

1st. The following are the articles chiefly exported from this port to the United States: Linseed oil, Paris white, paints and colors, iron, coals, &c. (See prices herewith.)

(a) Since January 1, 1854, a reduction of 25 per cent. has been made upon the light dues.

Annexed are prices current of merchandise at this port, monthly, from July last; also the annual statement of the Hull Chamber of Commerce, containing a useful resumé of the prices current published by the Chamber, and other information.

2d. The insurance rates vary much with the time of the year, from 1 to 3 per cent. Insurances are effected chiefly in London, but partly in this port. Freight vary from \$4 84 or £1 to \$7 26 or £1 10s. per ton, according to the description of the goods. The commission for purchasing and forwarding is 2½ per cent.

3d. Sales are generally at 4 months credit, or cash, less 2½ per cent. discount, and also for shorter terms of credit.

4th. The rates of exchange for this port are those of London and Liverpool, 109 to 109¼. \$4 84 is the true par of exchange.

5th. There is no export duty payable on goods to the United States.

6th. I know of no internal taxes levied on these commodities.

7th. The following are the rates of wages per week paid to the undermentioned classes of artisans in this port:

Shipwrights.....	\$7 20	Fitters.....	\$7 20
Bricklayers.....	6 48	General laborers.....	4 32
Joiners.....	5 76	Deal carriers.....	5 04
Painters.....	5 76	Printers.....	6 24

List of prices of sundry goods exported from the ports of Hull and Newcastle to the United States, July 1, 1853, and May 1, 1854.

Articles.	Number, weight, or measure.	PRICES.	
		July 1, 1853.	May 1, 1854.
Bleaching powder.....	Per ton.....	\$50 40	\$67 20
Bicarbonate soda.....	do.....	69 60	76 80
Soda.....	do.....	22 80	28 80
Magnesia.....	Per hundred weight.....	9 60	9 60
Venetian red.....	do.....	1 20	1 20
Whiting.....	Per ton.....	2 16	2 52
Lead, pig.....	do.....	105 60	115 20
red.....	do.....	110 40	120 00
white.....	do.....	139 20	139 20
Iron, bar.....	do.....	43 20	45 60
pig.....	do.....	18 00	21 36
Railway cars.....	do.....	43 20	45 60
Fire bricks.....	Per thousand.....	9 60	13 20
Linseed oil.....	Per ton.....	134 40	196 80
Bottles, glass, (quart).....	Per gross.....	5 76	6 00
Anchors.....	Per hundred weight.....	\$4 56 to 5 04	\$4 80 to 5 16
Cables, from 1 to 1¼ inches.....	do.....	3 36 to 3 48	3 60 to 3 72
Small chains, from ½ to 1 inch.....	do.....	3 66 to 4 68	4 26 to 5 40
Coals, for smiths.....	Per ton.....	96 to 1 20	1 44 to 1 56
gas.....	do.....	1 32 to 1 68	1 92 to 2 16
steam.....	do.....	1 80 to 1 92	2 04 to 2 16
house.....	do.....	1 92 to 2 16	2 16 to 2 40

BRISTOL.

FRANCIS B. OGDEN, *Consul*.

MAY 15, 1855.

I had the honor to receive your circular of April 24 this morning, and I hasten to reply. My neglect to respond to the circular of March 15, 1854, was from my reluctance to acknowledge my total inability to give satisfactory answers to many or most of the questions propounded; and, believing them to have reference more to consulates out of this kingdom than to those within it, I thought my omission was unimportant.

ANSWERS.

FIRST SERIES.

1st. So far as my knowledge and observation go, the treaties between the two governments are faithfully adhered to.

2d. The commercial interests of the United States depend both on the laws of the realm and on local regulations; these laws and regulations must necessarily be temporary, but under no contingency can it be apprehended that they will be abrogated or changed without ample notification.

3d. There are no privileges or restrictions allowed to, or imposed on, the commerce of other nations that are not equally extended to, or laid on, that of the United States.

4th. The charges on all vessels, foreign or national, will be seen in the extract marked A.

5th. The transshipment in vessels of the United States, of goods either to another port in the kingdom, or to a foreign port, is permitted without restriction.

6th. The moneys, weights and measures of Great Britain are equal throughout the realm, and the extract marked B will give you the particulars.

SECOND SERIES.

1st. To give in a tabular form the wholesale and retail prices of all commodities exported to the United States, &c., &c., I beg most respectfully to say is utterly impossible.

2d. The rates of insurance, freights, and commissions are so various that only individual cases can be adduced. The commission to a merchant for the purchase and shipment of 1,000 tons of railway iron would be far less than for his collection of a thousand articles for his customers. The freight depends on weight and bulk, and necessarily varies with the demand.

3d. Not being engaged in mercantile business, I am quite ignorant of the modes and terms of sale; I believe them to be sometimes on credit, and sometimes on a discount for cash or approved paper.

4th. It is entirely out of my power to give the average rate of exchange. I can only say that Messrs. Brown, Shipley & Co., of Liverpool, have cashed my bills on the government at an average of 3s. 11d. to the dollar.

5th. The duties, &c., will be found in the accompanying volume, "The British Tariff."

6th. I am not aware of, nay, I am confident that no, such internal taxes exist.

7th. Wholly unanswerable.

Full and regular files of prices current are not obtainable; they are not regularly published.

I am sorry to say that, to this meagre return, I have no further information to add, or any suggestion to make.

PLYMOUTH.

THOMAS W. FOX, *Consul*.

MAY 1, 1854.

In accordance with your circular of March 15, I await on you with replies to those queries which affect the trade of this district.

ANSWERS.

FIRST SERIES.

- 1st. No commercial regulations, &c., otherwise than those of Great Britain generally.
- 2d. Commercial intercourse of this consulate same as throughout Great Britain generally.
- 3d. All nations privileged alike.
- 4th. This has been already given in my report of December 20, 1853.(a) Port charges in this district very light. United States vessels pay same as British and other vessels.
- 5th. Nothing of the kind ever done here.
- 6th. Same as throughout Great Britain.

SECOND SERIES.

- 1st. There are no exports from hence to the United States.
- 2d. Answered above.
- 3d. Answered above.
- 4th. No exchange in this district.
- 5th. No export duty. Import same as Great Britain generally.
- 6th. None.
- 7th. Wages of common laborers, 2s. 6d., or 60 cents, per day; of mechanics, 3s., or 72 cents, to 5s., or \$1 20 per day.

It will be seen by the above, there is no trade between this district and the United States.

SOUTHAMPTON.

JOS. RODNEY CROSKEY, *Consul*.

JUNE 18, 1855.

There being no import or export trade between this port or any other ports, in this consulate, of the United States, there is, really, no point in the various inquiries contained in the circular of March 15, to which I could give any reply, based upon actual precedent, or upon the local trade of the place.

SCOTLAND.

LEITH.

JAMES McDOWELL, *Consul*.

JULY 31, 1854.

I beg to wait on you with replies to queries in your circular of March 15, 1854. They are as complete as I can possibly make them at this time, and I therefore submit them, trusting they will meet your approbation.

ANSWERS.

FIRST SERIES.

- 1st. There are no grounds for believing that the commercial arrangements concluded between the government of the United States and Great Britain are not faithfully adhered to by the latter.
- 2d. Commercial intercourse with the United States and other countries is regulated entirely by acts of the British legislature, and existing regulations are necessarily of a permanent character.

(a) In reply to circular of October 8, 1853.—See "Consular Returns—Navigation." Part III.

3d. The privileges allowed to the commerce of the United States are the same as are allowed to the commerce of Denmark, Sweden, Belgium, Prussia, Hamburg, &c. The vessels belonging to the aforementioned countries are admitted into the harbors of Great Britain on paying the same port dues as are paid on British shipping. The duties on imports are, with few exceptions, the same, whether the goods be the produce of the United States or of any other foreign country. The exceptions referred to are the undermentioned articles, the produce of British possessions.(a)

4th. The harbor and dock dues chargeable at Leith, the principal port within the consulate, are the following :

All vessels from Asia or Africa to the east of the Cape of Good Hope, including the Cape, or from South America, 34 cents per register ton.

From the West Indies, west coast of Africa, Cape Verd islands, or Greenland and Davis' Straits Fisheries, 34 cents per register ton.

From within the Straits of Gibraltar, or from North America, 28 cents per register ton.

From the Baltic, all above the Sound; Onega, Archangel, Jersey or Guernsey, Portugal, France and Spain, without the Straits of Gibraltar, Newfoundland, Madeira, and Western Islands, 24 cents per register ton.

From Norway, Sweden, Denmark, Holstein, Hamburg, Bremen, Holland, and Flanders—that is, without the Baltic, and no further south than Dunkirk, 20 cents per register ton.

From ports in Great Britain and Ireland, other than those mentioned below, 16 cents per register ton.

From ports between Buchanness and Eyemouth, including the Frith of Forth, the Great Canal, and the river Clyde, as far down as Greenock, 10 cents per register ton.

All vessels entirely loaded with coals, either for wholesale or retail, and which are excluded from the docks, from ports in England, 12 cents per register ton.

All vessels entirely loaded with coals, either for wholesale or retail, and which are excluded from the docks, from ports in Scotland, 8 cents per register ton.

All steam vessels from ports in the Frith of Forth, as far as Anstruther on the north, and North Berwick on the south, carrying passengers and their luggage, exclusively, 1 cent per register ton.

The rates of pilotage at the same port are charged as follows :

For a vessel drawing 7 feet water and under, 10d., or 20 cents per foot.....	\$1 40
“ “ 8 “ 24 cents per foot	1 92
“ “ 9 “ 26 “ “	2 34
“ “ 10 “ 28 “ “	2 80
“ “ 11 “ 30 “ “	3 30
“ “ 12 “ 32 “ “	3 84
“ “ 13 “ (and all above,) 36 cents per foot.....	4 68

There is no difference between the port charges on British and foreign vessels, both being charged precisely the same rates.

5th. Transhipment in vessels of the United States of goods, either to another port in this country or to a foreign port, is permitted.

Mr. Cardwell's act of this session has opened up the coasting trade of Great Britain to foreign vessels without any restriction whatever.

6th. The moneys, weights, and measures in use are those established by the supreme law of the country.

SECOND SERIES.

1st. There may be said to be no direct trade between the ports of this consulate and the United States, with the exception of some cargoes of pig-iron and coal. Ale and other goods are exported in considerable quantities by vessels from the Clyde, whither they are forwarded by railway and canal. Butter, seed, and other produce of the United States, are imported into Liverpool or the Clyde, and, as in the case of goods exported, are thence forwarded by railway and canal to Edinburgh and Leith, and other towns within the consulate.

2d. The remarks appended to 1st applies to this also.

3d. As above.

4th. As above.

5th. One of the publications forwarded with despatch No. 6 contains a list of the import duties leviable here. Reference has already been made to a reduction of these duties, to effect which a bill is now before Parliament.

6th. There are no internal taxes levied on the produce of the United States other than the shore dues levied within the limits of the harbor in which they are landed. At Leith the shore dues on the principal articles imported are as follows :

Ashes.....	26	cents per ton.
Butter.....	26	" "
Butter grease.....	22	" "
Cheese.....	22	" "
Hemp and flax.....	26	" "
Hides and calf-skins.....	39	" "
Leather.....	40	" "
Rice.....	22	" "
Clover seed.....	26	" "
Sugar.....	26	" "
Tallow.....	22	" "
Tobacco.....	26	" "
Wood, calliper measure.....	22½	" per 50 feet.
Pipe-staves, and others in proportion.....	26	" per 120.

The above rates are charged whether the goods are imported direct or are brought coastwise.

7th. *The showing the rates of wages in the principal branches of industry at Leith.*

Ship carpenters, for new work, per week----	\$6 24	Engine-makers—smiths, per week-----	\$5 04 to \$7 20
for old work, per week----	6 96	boiler-makers, per week..	5 76 to 7 20
Block, pump, and mast-makers, per week..	\$3 60 to 5 52	House carpenters, per week.....	5 04 to 5 76
Rope and sail-makers, per week-----	4 32 to 5 76	Smiths, per week.....	4 80 to 6 00
Weavers, females, per week.....	1 92 to 2 88	Masons, per week.....	5 52
Weavers, males, 96 cents (4s.) per web; a		Coach-builders about (per week)-----	4 80
fair weaver makes 4 webs weekly, being--	3 84	Superior hands, engaged in the finer depart-	
Ordinary factory girls engaged in flax spin-		ments, per week.....	7 20 to 9 00
ning, (the ordinary factory day consists		Coopers, per week.....	3 84 to 4 80
of 10½ hours,) per week.....	1 44 to 1 92	Plumbers, per week.....	4 32 to 5 76
Engine-makers—turners and fitters, per w'k	5 04 to 6 72		

The tables which follow refer to the state of ship-building on the Clyde, where many of the steamers and other vessels sailing from Leith were built. The tables were made up from data supplied in May last, (1854.) At the present time (three months later) there are established on the banks of the Clyde not fewer than thirty-two ship-builders, who, during the last twelve months, have built, or are building, no less than 266 vessels, of the aggregate tonnage of 167,770 tons; for which engines are being, or have been, manufactured of 28,835 horse-power. They are not small vessels, for they average 636 tons each. The cost of this prodigious fleet of vessels is estimated at £5,000,000, or \$24,000,000.

* * * * *

The discovery of the rich mineral fields of Australia was unquestionably the primary, as it is, perhaps, still the chief cause of the active enterprise and unexampled activity which everywhere prevail; but, on the other hand, the clearest evidence exists of the national advantages derived from the enlightened commercial policy adopted; and every successive liberalization of the tariff has been followed by the adhesion to the cause of free trade of many of its most strenuous, consistent, and influential opponents.

DUNDEE.

THOMAS STEERE, *Consul*.

DECEMBER 7, 1854.

In answer to circular of March 15, 1854, I have to say, that there is between the United States and this consulate no commerce, the exports being sent *via* Liverpool and London, and the very inconsiderable imports received through the same ports.

No enactments, decrees, laws, &c., have modified or influenced the (nominal) commerce of the United States, at ports within this consulate, from the commencement of the year 1851 to the end of the year 1853.

ANSWERS.

FIRST SERIES.

2d. The commercial intercourse of the United States within my consulate is dependent solely upon the legislation of the British Parliament; the present regulations appear to have been framed for permanent effect, though, of course, subject to future legislation by Parliament aforesaid.

3d. There are no privileges permitted to the commerce of other nations within this consulate which are denied to the United States. Neither are there any restrictions imposed on the commerce of other (friendly) nations which are not imposed upon that of the United States.

4th. There is no distinction made in the amount or character of the port charges between vessels of the United States and national vessels. The character of these charges is that of port revenue; the amount is from two cents to four cents per ton register, according to the lights passed, and the place of taking pilot.

5th. Vessels of the United States may tranship goods either to another port in this country or elsewhere without restriction.

6th. The moneys, weights, and measures known and in common use in my consulate are the same established by the supreme law of Great Britain.

SECOND SERIES.

1st. *Dundee Goods.*

Burlaps, as in quality, per yard.....	5	a	8	cents.
Matting, as in quality, per yard.....	7	a	24	“
Ravens duck, as in quality, per yard.....	8	a	14	“
Sail canvas, for quality called No. 1, per yard.....	16	a	24	“
other numbers less 1 a 2 cents per yard each down to No. 8, as in quality.				
Floor-cloth canvas, as in quality, per square yard.....	7	a	16	“
Hessens, 40 inches wide, as in quality.....	5	a	7	“
of greater width per square yard in proportion.				
Osnaburgs, as in quality.....	4½	a	6½	“
Linen paddings are made in such great variety that description could not reach, but range, as in quality, per yard, from....	4	a	10	“
Yarns—Brown tow yarns, per pound.....	7	a	10	“
Brown flax yarns, per pound.....	11	a	14	“
Bleached flax yarns, per pound.....	14	a	20	“

Fifeshire Goods.

Damasks—Brown, in the piece as in quality, per yard.....	18	a	36	cents.
Brown, in cloths, as in size and quality, per cloth...	30	a	84	“
Diapers, narrow, per piece of 11 yards, as in quality.....	60	a	\$1 20	“
Family or Barnsley sheetings, as in width and quality, per yard	36	a	72	“
Towels and toweling, as in quality, per dozen	48	a	\$2 88	“
Colored cotton covers, as in size and quality, per cloth.....	24	a	72	“
Drills—Brown, as in quality, per yard.....	7	a	18	“
Bleached, as in quality, per yard	10	a	72	“

These are in great variety of quality and price.

Bleached damask cloths about 10 per cent. higher than brown.

The above prices were current in my consulate from 1st July, 1853, to September, same year, when an advance of from 5 to 10 per cent. took place, which continued until about March, 1854, when, owing to the declaration of war by Great Britain against Russia, prices suddenly advanced 10 to 12½ per cent.; and for the coarser sorts of linen goods, referring more particularly to those under the head of “Dundee goods,” an advance of from 15 to 20 per cent. took place, and thus lasted until May, 1854, when they receded again perhaps 10 to 12½ per cent.

2d. *Insurance.*—Dundee to New York 1½ per cent.

Freight.—By steamer to London and thence to New York per ton of 40 cubic feet, \$4 80; and by rail to Liverpool and Glasgow and thence to New York per ton of 40 cubic feet, \$5 40.

3d. *Modes and terms of sale.*—Dundee goods are sold at six months’ credit, or 2½ to 5 per cent. discount for cash. Fifeshire goods: Trade discount 7½ and 6 months’ credit, or 2½ per cent. discount for cash.

4th. *Rates of exchange.*—Average 109.¼.

5th. No duty on exports, and no imports to this consulate.

7th. *Engaged in spinning and manufactures.*

	Per week.
Workers in preparing room.....	\$1 00 a 1 12
Workers in spinning.....	1 44
Workers in reeling room (piece work).....	1 56
Warpers.....	1 68
Winders (piece work) hand.....	1 50
Weavers (hand-loom).....	2 40 a 4 80
Weavers (power-loom).....	2 64
Dyers.....	2 40 a 7 20
Callenderers.....	2 16 a 3 00
Lappers.....	2 16 a 3 00
Sewers (piece work) pay.....	1 00 a 1 50
Bleachers (females).....	1 00 a 1 44
Bleachers (males).....	2 88
Engineers and firemen.....	3 36

Miscellaneous employments.

Masons.....	\$6 20
House carpenters.....	5 28
Ship carpenters.....	6 30
Painters.....	4 32
Laborers.....	2 40
Mechanics (not designated)..	5 28
Printers.....	6 00
Bookbinders.....	6 24

GLASGOW.

PHILIP T. HEARTT, *Consul*.

JUNE 21, 1854.

I have the honor herewith to enclose my answers to interrogatories contained in circular to United States consuls, under date of 15th March, 1854, with explanations annexed thereto.

REPORT.

In addressing myself to the task of fulfilling the duty required at my hands in the circular of 15th March last—of furnishing copies of all regulations, enactments, or modifications of existing revenue laws directly or indirectly affecting the commerce of the United States—it falls to me to report to the department that this consulate, being fixed in a city which, though opulent and populous, and the centre of a most active manufacturing and commercial community, is not a seat of a government, and is not in the position to enable me to transmit copies of any commercial regulations or enactments or modifications of existing revenue laws, or the other national acts named by the department.

ANSWERS.

FIRST SERIES.

1st. Unfettered commerce being very much the spirit of British customs laws, this consular district is not in circumstances apt to give occasion to such a thing as a breach of treaty.

Little or no temptation exists any way. I am personally acquainted with the chief officers of the customs, by whom the laws affecting United States commerce are administered, and I am quite persuaded fair justice is at all times the rule in the large and widening business done between ports in the United States and the ports within range of this consular district. My intercourse with the individuals directly engaged in the transactions of this commerce gives me also the impression that law is everywhere honored and good faith everywhere kept.

2d. Commercial intercourse with the United States within my consular district is dependent solely on the regulations made by the legislature of Great Britain, which I need not say are framed with the view of permanency, and no likelihood exists from anything I can see or hear of any change being made. I should say that the tendencies are towards making the present freedom of trade an established reality, and towards even an extension of that freedom to the utmost limit consistent with the revenue wants of the United Kingdom.

3d. No privileges are denied the United States which are not denied to other countries. The authorities at the ports within my consular district have no discretion from the central government, or according to the constitution of this country, to impose restrictions on the commerce of one country and not on that of another.

4th. Four cents per ton register are paid by all vessels, sailing or steam, it makes no difference. Steamers which do not ply outside a certain light-house on the Frith of Clyde pay only two, however. Two cents per week per ton extra are charged after twenty-four days have elapsed from the date of arrival. The charges of the port are the same to United States as to national vessels.

5th. Vessels of the United States may transmit goods to any other British port from this, or to any foreign port. The abolition of the British navigation laws has annihilated every obstacle to United States vessels engaging in the carrying trade of this country.

6th. The moneys, weights, and measures known and in common use within my consular district are the same as those established by the supreme law of the United Kingdom.

The monetary systems are slightly different in Scotland and England; the coins in use are the same in both, however. The paper issued by the banks here is not legal tender out of Scotland, but Bank of England paper is legal tender in Scotland just as in England.

The weights and measures in use are identical in both countries.

SECOND SERIES.

In carrying out the instruction of the department to give in a tabular form the wholesale and retail prices of all commodities exported from this to the United States, I felt great difficulty in framing a statement to please myself: First, because very many commodities (or articles) the peculiar manufacture or produce of this district are exported to the United States which it is utterly impossible I can have knowledge of, from the largeness of the quantity and the all but infiniteness of the variety, coupled with the fact that no law or usage whatever gives me any opportunity to know of them; secondly, because a far greater portion of the goods of this district is shipped from Liverpool to the United States than from ports within my district; and, thirdly, because I cannot help feeling that without samples accompanying the prices—in the case, for example, of drapery goods, by far the largest trade, or in the case of ale, a large branch also—I can convey but a feeble and incomplete statement for practical purposes of the prices current within my district of the commodities shipped hence for consumption in the United States.

Prices, wholesale and retail, in the markets of this consular district, of the commodities shipped hence to the United States during the year commencing July 1, 1853.

Articles.	Prices.	
	Wholesale.	Retail.
Pig iron, per ton, (a great and gradual advance in price,) from \$13 07 to.....	\$20 33	5 per cent. higher.
Cotton thread, per gross of bobbins.....	25	\$0 37
Ale, per dozen pint bottles, according to quality, ranging from 91 cents to \$1 05; average.....	98	Same qualities not retailed here.
Alum. per cwt.....	2 06	2 42
Bichromate of potash, per pound.....	13	13½
Bleaching powder, per cwt., (an advance,) from \$2 66 to.....	3 15	3 09
Glass bottles, gross, (an advance,) from \$4 11 to.....	5 55	15 to 20 per cent. higher.
Prussiate of potash, per pound.....	25	27
Soda, per cwt.....	1 45	1 63
Soda ash, per cwt., (an advance,) \$2 18 to.....	2 42	2 60

Coals.—In reference to this commodity, I have received from a gentleman connected with one of the leading coal districts within this consulate, a detailed statement of the different qualities, which I think it most satisfactory to copy without abridgment.

Name.	Quality.	Prices.	
		Wholesale.	Retail.
Stevenston.....	Soft cubical, a hard splint for steam, and a gas coal.....	\$2 18	The price, in retail quantities, is about 10 per cent. higher.
Eglinton.....	Soft cubical and a hard steam.....	2 18	
Ferguslie.....	do.....do.....	2 18	
Ferguslie.....	A gas coal, giving 7,000 cubic feet per ton.....	2 42	
Perceton.....	Soft cubical and a hard steam splint.....	2 18	
Perceton.....	Gas coal, giving 8,000 feet per ton.....	2 78	
Bourtriehill.....	Soft cubical and hard splint.....	2 18	
Bourtriehill.....	Gas, giving 7,000 feet per ton.....	2 54	
Thornton.....	Hard splint for steam purposes.....	2 18	
Hillhead.....	Soft cubical and hard splint.....	2 18	
Hulford.....	do.....do.....	2 18	
S. Kerrington.....	Blind or anthracite, giving no smoke.....	2 18	
Mankirk.....	Gas, giving 9,000 feet per ton.....	3 39	
Kilbirnie.....	Gas, also giving 9,000 feet per ton.....	3 75	

Articles.	Prices.	
	Wholesale.	Retail.
<i>Soft or drapery goods.</i>		
Plain cottons, per yard.....	\$0 05 to \$0 61	
Colored cottons, per yard.....	4 73	
Printed cottons, per yard.....	6 25	
Gingham and checked fabrics, per yard.....	10 25	
Plain muslins, per yard.....	11 42	
Embroidered muslin robes.....	61 2 42	
Embroidered muslin collars, each.....	12 4 84	
Printed cotton handkerchiefs, per dozen.....	36 1 94	
Pure woolen fabrics, per yard.....	18 3 03	
Pure woolen shawls, each.....	25 7 26	
Plain linens, per yard.....	6 1 09	
Damask linens, per square.....	25 1 45	
Solid silk fabrics for dresses, per yard.....	40 73	
Mixed fabrics—silk, wool, cotton, per yard.....	25 75	

By an extensive wholesale and retail house in the drapery trade here, I am informed that coarse home-made articles are only about 5 per cent. advanced, above the wholesale rate, in the retail trade. Goods of an assorted character range from 10 to 15 per cent. higher, and new fancy goods sell, in retail, from 12½ to 25 per cent. higher. Respectable retailers here corroborate to me this statement of the prices in retail as compared with wholesale trade.

2d. The usual rates of insurance, where the goods are insured in this country, is, in summer, 2 per cent., in winter, 5 per cent., in fair vessels, and higher than this when the character of the vessel is inferior. When insured in the United States, which I am informed is the prevalent custom as to goods in United States vessels, the rate is 1 per cent. to 1½ per cent. in summer, and 4 to 5 per cent. in winter. The high rates here, and the want of established companies, lead the merchants to effect their principal insurances in London. Freight is \$4 84 per ton of 40 feet, for measurement goods, *i. e.* drapery or dry goods; \$8 48 to \$9 68 per ton of 20 cwt. for pig-iron; \$6 06 for coals per ton, and \$7 26 per ton for other goods. In the case of steamships, which are gradually taking up the trade at this port—the new ones having been put on this summer—the rate of freight for drapery goods (their principal cargo) is \$19 36. The commissions are 1½ to 2½ per cent. Different branches have different rates. It is always a small per centage.

3d. The modes and terms of sale are various—one trade has one mode and another another. Iron is a branch usually managed by brokers. The brokerage allowed for effecting the sale is 1 per cent., half payable by the seller, half by the buyer. Where the sale is large, the half allowed by the seller is all the broker receives. Cash is generally required on delivery. For the great body of the business in Glasgow with the United States, conducted, as it undoubtedly is, not on Scottish merchants or manufacturers' account, but on account of citizens of the United States, resident in the United States, commission merchants here charge 1½ per cent. for buying; but I learn that for this 1½ per cent. these gentlemen have nearly invariably the money from the United States in their hands before going into the markets of this district, and run little or no risk. The understanding I believe is, that they have no profit on the goods beyond this small per centage; but in the complicated operations of business the likelihood is, as I understand, that they derive other additional gains. These commission merchants, who, I may remark, are mostly either native or naturalized American citizens, settle variously for the purchases they make. One of the most extensive and respectable resident American commission merchants gives me the following memorandum on this subject: "Some goods are sold at net prices, and if time is required interest is charged; but in general the goods are sold with dis-

counts varying from $1\frac{1}{2}$ to $2\frac{1}{2}$ per cent., though some descriptions are usually sold with 10 and 15 per cent. discount for cash in one month. When credit is given, four months is the usual time."

While upon this point, I think a favorable occasion is offered for informing the department that what of the merchandise sent to the United States passes before me officially, the department is aware wholly and solely on foreign account, *i. e.*, owned by citizens of this country, resident in some part of my consular district, has not, in most instances, been bought or sold, but is the *bona fide* property of the makers or producers of it, and fresh from their several manufactories or establishments. These manufacturers make the markets of the United States their study, and entrust their goods to houses resident in the cities of the States, who sell them there on their account, receiving a commission of somewhere about 7 per cent., and return the proceeds in cash. Bills on London being the usual medium of payment.

4th. London being the centre of the monetary circulation here, the exchanges are the same as in that metropolis, and the true par of exchange with the United States the same also; the sole variation from this being, that a charge of one quarter per cent. is made by the banks in favor of London against this district when the cash is remitted.

5th. There are no duties on any exports to the United States from this Consular district.

The following are the leading United States productions imported here, and the duties levied upon them. The following productions are free, no duties being levied whatever: Bacon, beef, bark, chairs, cotton, hoofs, lard, rosin, spirits of turpentine, sperm oil, tar.

The eight following productions, paying different duties, are imported here, viz: Apples, 6 cents per bushel; butter, \$1 21 per cwt.; cheese, 60 cents per cwt.; flour, 9 cents per cwt.; oil of peppermint per pound, 24 cents; Indian corn per quarter, 25 cents; tobacco per pound, 72 cents; (a) wheat per quarter, 24 cents.

6th. The internal taxes levied in this country are now brought down to a very trifling amount, and extend over a few only of the articles of commerce. I think they are confined solely to the Department of the Excise, and in their influence on commodities exported from this district to the United States, affect only the articles of ale and whiskey. These internal taxes, with the conditions of their being remitted, are given in Beedell's British Tariff, pages 136 and 137, to which I beg to refer.

7th. I have paid my best attention to obtain the rates of wages in the various branches and occupations of labor, and subjoined is as complete a table as I can, up to this time, compile:

On the remuneration for personal service in the business of commerce and trade, I have received from a most experienced and respectable house the following memorandum, which I believe to express, in a few words, a very correct account of the rates of remuneration for personal service: "It is impossible to answer this question with any degree of accuracy, as everything depends on the experience and qualifications of persons employed. Clerks' wages vary from \$100 to \$1,500, but we should say that \$400 to \$500 would be a fair average. Porters' wages in warehouses are about \$4 36 per week, and boys, under fifteen years, from 61 cents to \$1 94."

Wages paid in branches of the cotton manufacture:

Of this class I am informed, by a gentleman largely connected with the trade, that their earnings vary so greatly it is not easy to say what they are. He informs me much depends on the numbers of yarn they spin, and the character of the machinery, whether old or new, and

(a) And 5 per cent. additional.

with all the most novel improvements. He gave me the following particulars: Spinners of No. 70s, on the new principle of wheels, are said to be making \$6 86 per week, and the three piecers \$6 66, giving to each per week \$2 22. Spinners of No. 100s, on the old principle, are said to be making about \$3 96 per week, and his two piecers each per week 91 cents.

Another gentleman, directly employing this class, gave me this account of their wages: Cotton-spinners make per week from \$5 09 to double this sum, viz: \$10 18, according to the machinery they work with, and their own personal skill and ability. Piecers make from 73 cents to \$1 79.

Workers in a power-loom factory:—These are mostly females, and their average wages in a good factory, \$2 06. One factory in which the weavers (females) attend two looms, the weekly earnings are \$2 42. And in another, where they attend four, from \$2 66 to \$2 90; dressers, (men,) \$8 47; stenters, \$7 26; twistors, \$3 87; a boy attendant on twistors, 73 cents; warpers, (men,) from \$4 36 to \$4 84; warpers, (females,) from \$2 90 to \$3 63.

Workers in a cotton thread factory:—Twistors, (females,) from 97 cents to \$1 21; winders, (females,) from \$2 18 to \$2 42.

Hand-loom weavers:—At colored work, per week, from \$1 94 to \$3 39; at fancy work, per week, from \$3 39 to \$4 84; at muslins, per week, from \$1 94 to \$4 36; at gingham, per week, from \$1 45 to \$3 63.

Calico printing:—Cylinder machine printers, per week, \$8 47 to \$11 09; expert men can make even more; block printers, per week, from \$4 36 to \$7 26; good apprentices, per week, from \$3 03 to \$3 63.

Dye works:—Men, per week, \$3 63 to \$4 84; women and boys, per week, \$1 45 to \$1 94; laborers, per week, about \$3 39.

Sail factory:—Rope makers average, per week, \$4 11, current wages, \$4 84; sail makers average, per week, \$4 36, current wages, \$5 33; weavers of the cloth, about \$3 39.

Workers at an iron work, where pig iron is largely produced for the United States market:—Carpenters, per day, 97 cents; carters, per day, 97 cents; colliers, per day, \$1 45; furnace assistants, per day, 97 cents; furnace enginemen, per day, \$1 33; furnace fillers, per day, \$1 05; furnace keepers, per day, \$1 57; laborers, per day, 57 cents; miners of iron stone, per day, \$1 39; pit head men, per day, 81 cents; smiths, 97 cents. The manager of this extensive work (Gartsherrie) informs me that the men with the larger of these daily wages cannot be calculated on for more than five days work per week.

Workers at an iron foundry:—Engineers average, per week, \$5 81; firemen average, per week, \$5 05; laborers average, per week, \$3 27; moulders average, per week, \$6 17; pattern-makers average, per week, \$6 05.

Workers employed in a publishing establishment of large extent in this city. The firm who supply the information opened a house within these three years at New York:—Compositors, machine men, press men, stereotype pickers, are all paid per week the same wages—\$6 05; copperplate printers, per week, \$7 26. In the binding department:—Blocking work, book covers, cloth work, stitched parts, are all paid per week the same wages—\$4 36 to \$5 08; the folders and sewers (females) from \$1 45 to \$2 18.

Embroidered muslin goods:—This is an exceedingly large business; and its productions are leading articles of export from this to the United States. I applied to a house reported to have in their employment the large number of fifteen thousand work people, and received from them the following account:—Weavers, employed in the more ordinary fabrics, will earn from \$1 94

to \$2 90 per week; skilled weavers from \$3 39 to \$4 36 per week; embroiderers, (females,) such as are employed on the commoner descriptions, earn from 37 cents to 73 cents per week. This is a very numerous class. Such as can do well the finer descriptions, earn from 85 cents to \$1 45 per week. Few able to earn more.

There are two other classes of females employed in maturing the goods for market, viz: bleachers, earning, per week, \$1 45 to \$1 69; and finishers, earning, per week, \$1 45 to \$2 06.

I beg to remark as to this firm that in giving me this information they were frank and civil beyond my expectations; and had the same readiness been shown in all cases, this despatch would have been sent off to the department on an early day of last month, which at one time I fully calculated on.

Glass bottle workers:—A partner of a leading house informed me that the wages of his men ranged from (per week) \$3 87 to \$9 68, and that very active men on piece work earn even more than the highest of these sums.

House carpenters, per week, \$5 57; masons, per week, \$6 29; painters, per week, \$5 45; cabinet makers, per week, from \$4 84 to \$6 05; carpet sewers, (females,) from \$1 69 to \$2 18; upholsterers, from \$5 32 to \$5 80; shirtmakers, (females,) from \$1 21 to \$1 94; shoemakers, from \$2 42 to \$4 84; tailors, from \$3 87 to \$6 30; jewelers at fine work, (paid piece work,) from \$12 10 to \$16 94; watchmakers, common ability, from \$4 84 to \$7 26; watchmakers, superior ability, from \$9 68 to \$12 10.

Marine engine and iron ship-building work:—Boiler makers, per day, 84 cents; engineers, per day, \$1 03; laborers on iron ships, per day, 50 cents.

Gardeners, per week, \$2 90; ostlers, per week, from \$4 36 to \$4 84; omnibus drivers, per week, \$4 36; omnibus guards, per week, from \$3 39 to \$3 63; plasterers, per week, \$6 06; plasterers' laborefs, per week, \$3 87.

I have given my information as to moneys at the rate of \$4 84 per £ sterling.

This district being more a manufacturing than a merely mercantile one, few price currents sheets comparatively issue from it.

IRELAND.

BELFAST.

JOHN HIGGINS, *Consul*.

AUGUST 3, 1855.

I have the honor to transmit herewith answers to the queries contained in circular instructions to consuls of the United States, dated Washington, March 15, 1854, which contain such information as can be relied on, and which I hope will give every satisfaction.

ANSWERS.

FIRST SERIES.

1st. None.

2d. Intercourse does not depend on local legislation.

3d. None.

4th. Charges of ballast office, lights, quayage, &c., same as on British vessels.

5th. Coastwise permitted now; foreign same as before.

6th. The moneys are the same as those established by the supreme laws of the mother country. In weights and measures there are some differences.

SECOND SERIES.

- 1st. Referred to price current sheet attached.
- 2d. The charges assimilate as nearly as possible to those in London and Dublin.
- 3d. Cash, 2, 4, and 6 months, deducting for cash 6 per cent. per annum.
- 4th. Payments are made through London bankers ; and the rate of exchange is regulated by London rates.
- 5th. The duties on all parts of Great Britain and Ireland are alike.
- 6th. The only internal taxes are in the shape of local levies, such as harbor dues, &c., &c.
- 7th. Unskilled labor varies from two to three dollars per week ; skilled, from three to eight dollars per week.

CORK.

JOHN HIGGINS, *Consul*.

AUGUST 20, 1854.

In obedience to your circular to United States consuls, under date of 15th March last, I have the honor to submit the result of my inquiries, with reference to its contents, as regards the ports within this consulate.

ANSWERS.

FIRST SERIES.

1st. The treaties between the United States and the government of this country are faithfully adhered to.

2d. The commercial intercourse depends solely on the mother country ; present regulations are fixed ; change of any consequence depends on the policy of the government, sanctioned by Parliament. Mere regulations are under the control of the lords of the treasury, carried out by the commissioners of customs.

3d. No privileges are permitted to the commerce of other nations which are not shared by the United States. In the ports of this consulate ships of other nations are subject to one-fourth additional pilotage, while the United States and French vessels are privileged as to pilotage and other charges precisely as national vessels.

4th. The charges on ships are pilotage, anchorage, harbor-dues, and lights ; and the amount on a ship of the United States of, say, 300 tons, would be, for pilotage, \$7 50 ; for anchorage, one penny per ton ; for harbor-dues, 3 pence per ton, if she unloads ; and one farthing per ton for each light-house she passes, provided she unloads or arrives for orders, and proceeds to a foreign port to unload. The same charges are placed on national ships.

5th. Transshipment of goods is permitted either coastwise or to foreign ports, with same privileges as national ships.

6th. The moneys, weights, and measures are the same as those established by the supreme law ; some local differences existing as to the sale and purchase of grain in the markets of Cork, Limerick, and Waterford, regulated by acts of Parliament, affecting these localities only. The general measure for sale of grain of all kinds, imported from foreign countries, is the quarter of

eight bushels, which, of wheat, will weigh about 480 pounds, and other grain according to quality. The local measure by which wheat is purchased, in Cork and Waterford, from the growers, is the bag or barrel of 280 pounds; in Limerick by the stone, of 14 pounds. The pound weight is the same all through the kingdom, and is the same as in use in the United States.

SECOND SERIES.

1st. Scrap iron is the only article exported from this district to the United States since June 1, 1853, worthy of notice, and that is free. Its wholesale price per ton at Cork is \$20; at Limerick, \$19; at Waterford, \$20; at Galway, \$18. It is bought by collectors at retail, as follows: at Cork, Limerick, and Waterford, at \$12 per ton; at Galway at \$8.

2d. The freight of scrap iron at present is \$5; insurance, 5 per cent.; commission, 5 per cent.

3d. Goods are either consigned to the United States for account of shippers, or sold for cash, or bills at three months.

4th. There can hardly be called an exchange; anything done in these ports is at the rate of exchange between London and New York.

5th. Duties on exports, none; duty on Indian corn per quarter, 24 cents.

6th. No internal taxes on any goods imported from the United States to this consulate.

No. 7.—*Rates of wages.*

Occupations.	Places.			
	Cork.	Limerick.	Waterford.	Galway.
Ship carpenters.....per week..	\$7 00.....	\$6 00.....	\$6 00.....	\$6 00.....
Cabinet makers.....do.....	7 00.....	7 00.....	7 00.....	7 00.....
Joiners, masons.....do.....	4 50.....	4 50.....	4 00.....	4 00.....
Painters.....do.....	6 00.....	6 00.....	6 00.....	4 50.....
Laborers.....do.....	2 00.....	1 75.....	1 75.....	1 50.....
Shopmen.....do.....	2 to 10 00.....	2 to 10 00.....	2 to 6 00.....	2 to 5 00.....
Clerks.....do.....	4 to 10 and 15 00	4 to 10 and 15 00	4 to 10 and 15 00	3 to 8 and 10 00
Blacksmiths.....do.....	3 75.....	3 75.....	3 75.....	3 00.....
Tailors.....do.....	4, 5 to 6 00.....	4, 5 to 6 00.....	3, 4 to 5 00.....	3 to 4 00.....

CHINA.

HONG KONG.

JAMES KEENAN, *Consul*.

APRIL 14, 1855.

ANSWERS.

1st. The terms of the treaty between the United States of America and Great Britain in this colony are adhered to.

2d. The commercial intercourse of the United States, within my consular district, is dependent partly on the regulations of the mother country and partly on local legislation. The present

existing regulations are temporary. The colonial legislative council has the authority to change, at any time, the regulations of the colony.

3d. The commerce of the United States enjoys fully every privilege granted to that of any nation. Hong Kong, being a free port, there are no restrictions imposed on the commerce of any nation.

4th. There are no dues or port charges levied on vessels of any nation.

5th. This port is, in a measure, the rendezvous for all vessels coming to China, as they usually stop here, when from the westward, to tranship cargo destined for Shanghai and the east coast, if bound to Whampoa; and bound to Shanghai, frequently touch in for orders and cargo.

6th. The established currency in this colony at the present is Mexican dollars and Sycee silver. English money is at a discount of about 14 per cent. American gold is at a discount of from 15 to 20 per cent. American silver money is current when used in small sums.

SECOND SERIES.

1st. The exports of this colony to the United States are not the products of it, but are brought here from Canton and Macao. Rice, sugar, and boiled opium are exported in large quantities to San Francisco. The average price per 100 lbs. of the former article is \$2 50; of sugar, No. 1, \$4 75; of opium, per tael, = $1\frac{1}{3}$ oz., 45 cents. An immense quantity of prepared opium has been exported from this to San Francisco during the past six months.

2d. Insurance usually 3 per cent. Freight to San Francisco, average \$18 per ton. Commission, buying, selling, and disbursements, $2\frac{1}{2}$ per cent. Procuring freight or charter for vessels, 5 per cent. Collecting freight inwards, 1 per cent.

3d. Terms of sale are, in nearly every instance, cash.

4th. The average rate of exchange on the United States, during the past year, was about 28 per cent. discount.

5th. No duties levied on exports or imports.

7th. Ship carpenters' wages 40 cents to \$1 per diem. House carpenters, 50 to 75 cents. Cabinet makers, 45 to 55 cents. Coolies, 25 cents. Seamen, \$10 to \$35 [per month.] Field laborers get about 20 cents per diem.

EAST INDIES.

BOMBAY.

EDWARD ELY, *Consul*.

JULY 30, 1854.

I have the honor to acknowledge the receipt of your circular, dated March 15, containing interrogatories relative to the commercial facilities, &c., of the Presidency of Bombay, which I now hasten to answer.

ANSWERS.

FIRST SERIES.

1st. I am not aware of any treaty or other commercial arrangement existing between the United States and the East India Company; and I am sorry to say that the officers of that government do not consider themselves bound by the commercial treaties which exist between England and

the United States. The speedy settlement of this question I consider to be of vital importance to our commercial interest in India; and, as a measure which would go far towards that result, I would respectfully, but most earnestly, recommend the appointment of a "consul general" of the United States to British India. The peculiar nature of the government of the East India Company being, in many respects, independent of the supreme government of Great Britain, renders such an appointment of the first importance.

2d. The commercial intercourse of the United States with the territories of the East India Company depend upon regulations made by the different local governments, subject to the approval of the governor general of India in council. All such regulations, however, are temporary, and may at any time be altered.

3d. The vessels of all foreign countries are permitted to trade in the dominions of the East India Company on an equal footing.

4th. The port charges of Bombay vary with the season, being greater in the monsoon months of June, July, August, and September. No port charges are levied on national vessels. For light dues, pilotage, &c., see accompanying table.

5th. The transshipment of goods in all foreign vessels, either to a foreign port or to other ports in India, is freely permitted. Goods so transhipped pay but $\frac{1}{8}$ part of the duty, but, when sent to other Indian ports, the full duty is exacted, which, however, exempts them from duty at the last port of entry.

6th. The moneys, weights and measures used in the different districts of this Presidency are entirely different not only from those established by the government of England, but from each other. The current coin is the Company's rupee, to which a value has already been fixed in the United States [$44\frac{1}{2}$ cents.] The weights and measures are so diverse that it will be impossible to give an intelligible table of their relative value. I would refer, however, to page 63 of the accompanying "Bombay Almanac."

SECOND SERIES.

1st. See accompanying price current.

2d. There is no direct insurance between Bombay and the United States. Freights are from \$20 to \$30 per ton. European houses charge a commission of 5 per cent. upon sales, purchases, and procuring freight.

3d. Sales are always at two months' discount at 9 per cent. per annum.

4th. There is no direct rate of exchange between Bombay and the United States. When the masters of American ships, or others, have occasion to draw upon the United States, they are obliged to do so at the rate of 56 cents per rupee, and this, therefore, may be considered the current rate of exchange.

5th. See page 592 of the accompanying "Bombay Almanac."

6th. There are no internal taxes levied upon export articles, except an excise duty on salt and opium.

7th. The wages of European clerks in the government and mercantile establishments, are from 180 to 250 rupees per month. Native clerks obtain from 10 to 50 rupees. Carpenters and caulkers (native) 1 rupee per diem. Lascars, in country vessels, 10 to 15 rupees per month. Laborers or coolies $\frac{1}{4}$ to $\frac{1}{2}$ rupee per diem.

Rates of pilotage to be charged on all ships and vessels.

Ships or vessels.	Fair season— September to June.	Monsoon sea- son—June to September.	Ships or vessels.	Fair season— September to June.	Monsoon sea- son—June to September.
	<i>Rupees.</i>	<i>Rupees.</i>		<i>Rupees.</i>	<i>Rupees.</i>
From and above 100 to 300 tons.....	50	75	From and above 900 to 1,000 tons	85	110
From and above 300 to 400 tons.....	55	80	From and above 1,000 to 1,100 tons	120	145
From and above 400 to 500 tons.....	60	85	From and above 1,100 to 1,200 tons	130	155
From and above 500 to 600 tons.....	65	90	From and above 1,200 to 1,300 tons	140	165
From and above 600 to 700 tons.....	70	95	From and above 1,300 to 1,400 tons	150	175
From and above 700 to 800 tons.....	75	100	From and above 1,400 to 1,500 tons	160	185
From and above 800 to 900 tons.....	80	105	From and above 1,500 to 1,600 tons	170	195

Charges for transporting ships below the middle ground, for all vessels not exceeding 500 tons, 20 rupees; above that tonnage, 30 rupees. Light-house dues on ships, from 15 to 20 rupees the 100 tons.

Assessment on ships.

From and above 10 to 20 tons	3 Rupees.
“ 20 $\frac{1}{4}$ to 29 $\frac{3}{4}$ “	6 “
“ 30 to 50 “	10 “
“ 50 to 100 “	20 “
“ 100 to 150 “	25 “
“ 150 to 200 “	30 “
“ 200 to 250 “	35 “
“ 250 to 300 “	40 “
“ 300 to 350 “	45 “
“ 350 to 400 “	50 “
Admission into American dock is	600 “
Hire per diem.....	40 “
Builder's attendance per diem.....	8 “
Admission into Bombay dock is	450 “
Hire per diem.....	40 “
Builder's attendance per diem.....	8 “

N. B.—If a ship can complete her repairs within five days, she will go out free of the daily charge, but if not, she will be charged from the first day of entrance.

Master builder's charges against merchant ships.

Shores, 3 annas (*a*) per spring each; stage-planks, 3 annas per spring each; gangway-board, 1 rupee per spring; stage-chain, 3 annas per spring; dammer or pitch-kettle, 8 annas per diem; godown or store-rent, 8 annas per diem; wood pegs, 8 annas per thousand; wedges, 1 rupee per hundred; dockyard police, 1 rupee, 4 annas per day; punching copper sheet, 2 rupees per hundred sheets.

N. B.—Stores supplied by the owner or agent, 10 per cent. commission will be charged on the amount of stores.

(*a*) The anna equals nearly 3 cents.

Prices current, &c., of export articles from the port of Bombay, July, 1853, to July, 1854.

Articles.	Per—	Duty per cent.	Government value.	July and August.	September & October.	November and December.	January & February.	March and April.	May and June.
Aloes	Cwt.	Free.	—	\$6 00 to 8 00	\$6 10 to 8 25	\$6 20 to 8 25	\$6 00 to 8 10	\$6 00 to 50	\$6 00 to 7 25
Alum.	do.	10	5½	1 75 to 2 00	1 60 to 1 80	1 50 to 1 75	1 60 to 1 90	1 75 to 2 00	1 75 to 2 10
Borax	do.	Free.	—	15 00 to 16 00	15 00 to 16 00	14 50 to 16 00	14 75 to 16 10	15 00 to 16 10	15 00 to 16 00
Cardamoms.	do.	3	120	55 00 to 56 00	54 00 to 56 00	54 00 to 56 00	50 50 to 55 00	52 00 to 54 00	56 00 to 57 00
Cori rope	do.	3	5	2 50 to 3 00	2 50 to 3 00	2 50 to 2 75	2 30 to 2 80	2 40 to 2 80	2 50 to 2 80
Cori yarns	do.	3	3½	2 50 to 3 50	2 40 to 3 25	2 40 to 3 00	2 50 to 3 25	2 50 to 3 40	2 40 to 3 10
Cloves	do.	Free.	—	10 00 to 11 50	10 00 to 11 00	10 00 to 11 00	9 75 to 10 75	10 00 to 11 10	10 00 to 10 90
Columbo root	do.	do.	—	2 50 to 3 00	2 40 to 3 00	2 30 to 3 00	2 60 to 3 00	2 50 to 3 10	2 40 to 2 90
Ginger	do.	3	4	3 00 to 3 20	3 10 to 3 20	3 10 to 3 25	3 20 to 3 25	3 00 to 3 20	3 00 to 3 10
Gum arabic	do.	Free.	—	5 00 to 5 50	5 00 to 5 40	5 00 to 5 50	5 10 to 5 60	5 00 to 5 60	4 60 to 5 25
Gum bdellium	do.	do.	—	2 00 to 2 25	2 00 to 2 25	2 00 to 2 20	2 00 to 2 20	2 00 to 2 25	2 00 to 2 25
Gum copal	do.	do.	—	35 00 to 42 00	36 10 to 45 00	38 00 to 50 00	37 00 to 50 00	35 00 to 45 00	34 00 to 45 50
Gum benjamin	do.	do.	—	18 00 to 25 00	18 25 to 18 50	18 00 to 25 00	17 00 to 20 00	18 00 to 26 00	16 00 to 25 00
Gum myrrh	do.	do.	—	20 00 to 26 00	20 00 to 25 00	20 00 to 25 00	21 00 to 26 00	20 00 to 25 50	20 00 to 25 50
Gum assafoetida	do.	do.	—	7 50 to 8 75	7 50 to 8 50	7 75 to 8 50	7 50 to 8 50	7 50 to 8 75	7 40 to 8 50
Hemp	do.	3	6	2 75 to 3 00	2 80 to 3 10	2 80 to 3 10	2 70 to 2 90	2 75 to 3 00	2 70 to 3 00
Horns, buffalo	do.	3	5½	3 00 to 3 20	3 10 to 3 20	3 10 to 3 20	3 00 to 3 20	3 00 to 3 10	3 00 to 3 10
Horns, deer	do.	3	11	5 50 to 6 00	5 50 to 6 00	5 50 to 6 00	5 50 to 6 00	5 50 to 6 00	5 50 to 6 00
Ivory	do.	Free.	—	170 00 to 172 00	168 00 to 171 00	171 00 to 176 00	None in market.	None in market.	172 00 to 180 00
Mace	do.	do.	—	50 00 to 51 00	50 00 to 51 00	50 00 to 51 00	50 00 to 51 50	50 50 to 52 00	50 50 to 50 75
Mother-of-pearl shells	do.	do.	—	5 00 to 6 50	5 00 to 6 70	5 50 to 6 75	5 25 to 6 30	5 00 to 6 20	5 00 to 6 10
Madder root	do.	3	10	4 00 to 4 75	4 00 to 4 50	4 00 to 4 75	4 00 to 4 75	4 00 to 4 75	4 00 to 4 75
Nutmegs	do.	Free.	—	50 00 to 56 00	50 00 to 54 00	50 00 to 55 00	50 00 to 55 00	50 00 to 51 00	51 00 to 55 00
Nux vomica	do.	3	1½	80 to 1 00	80 to 1 00	80 to 1 00	80 to 1 00	80 to 1 00	75 to 80
Oil, cocoa nut	do.	3	8	2 25 to 3 50	2 25 to 3 50	2 25 to 3 60	2 30 to 3 80	2 25 to 3 40	2 20 to 3 20
Oil, castor	do.	3	11	3 25 to 4 25	3 20 to 4 25	3 20 to 4 25	3 20 to 4 20	3 25 to 4 30	3 20 to 4 10
Opium	Chest.	Gov't pass.	—	430 00 to 450 00	440 00 to 460 00	440 00 to 460 00	440 00 to 465 00	420 00 to 430 00	410 00 to 420 00
Pepper	Gwt.	3	25	6 50 to 7 00	6 50 to 7 10	6 10 to 7 10	6 00 to 6 75	6 00 to 6 80	6 00 to 6 80
Safflower	do.	Free.	—	6 00 to 7 00	6 00 to 7 00	6 00 to 7 00	6 00 to 7 00	6 00 to 7 00	6 00 to 7 00
Saffron	Pound.	do.	—	5 50 to 6 00	5 60 to 8 00	5 75 to 7 30	5 50 to 6 10	5 40 to 6 25	5 10 to 6 80
Sago, pearl	Cwt.	do.	—	3 00 to 4 50	3 00 to 4 50	3 00 to 4 50	3 20 to 4 80	3 20 to 4 80	3 00 to 4 50
Sapan wood	do.	3	3	1 25 to 2 00	1 25 to 2 10	1 25 to 2 10	1 20 to 2 00	1 25 to 2 00	1 10 to 1 80
Seeds, castor	do.	3	3	1 25	1 25	1 25	1 25	1 25	1 25

COMMERCIAL ADVICES RELATING TO THE TRADE OF ARRACAN AND THE PORT OF AKYAB.

The extensive shipments of rice which have been made from this province, during the last few years, to all parts of Europe, to America, China, and the Straits, and the good quality adjudged to the grain, has given an importance to the port of Akyab which must render any information regarding its commerce both interesting and valuable to the mercantile community. With a hope of benefitting the public, and averting the loss and inconvenience which parties have sustained from want of information, an old resident has been induced to prepare the following notes, collected from the most authentic sources :

The rice-loading season commences after the breaking up of the rains, or southwest monsoon, *i. e.*, in all November. Clean rice is never kept ready beyond what may be required for local consumption, as it does not keep well in the damp climate of Arracan. Vessels have occasionally arrived before the above period, without having sent previous orders, and thereby incurred great loss and delay. The harvest usually commences during the latter end of November, and terminates in all February. Ships coming for cargo rice of the season should not arrive before the end of November, and for cleaned rice not before the end of December or beginning of January. Should it be an object to make two or more visits to the port during the season, especially for cleaned rice, (a cargo which requires time to prepare, and is not obtainable without previous orders,) funds should be deposited with an agent to enable him to store or bag it by the vessel's arrival, and by this means despatch could be insured in 8 or 10 days ; whereas the usual number of laying days are from 25 to 30, and even 50, for vessels chartered in Europe. The mode of purchasing being upon advances, funds should, if possible, invariably accompany the order at least a month before the ship's arrival.

The best months for loading are February, March, and April. The season terminates about the middle of May, after which no large vessel should remain in harbor. Vessels of 300 to 400 tons can be loaded during the southwest monsoon—that is, between May and October—and proceed to sea with perfect safety ; but, in such cases, the cargo must be stored in godowns before the rains set in. Vessels of more than 500 tons, or drawing more water than specified below, should not be sent to this port. Vessels of any draft under 21 feet find no difficulty in sailing in and out during the northeast monsoon.

Akyab has a fine harbor, with good and safe anchorage in $3\frac{1}{2}$ to $5\frac{1}{2}$ fathoms of water. The entrance to the harbor is rather intricate for strangers, but, having once entered, a pilot is no longer required—all the dangers being above water, and there being plenty of room to keep clear of them. The process of cleaning grain in Arracan is very imperfect and unsatisfactory, as it breaks and injures it without cleaning it thoroughly. The quantity of grain exported during the last 11 years is estimated at nearly 62,000 tons annually ; but of this 50,000 tons have been exported during the season it was reaped, and the remaining 12,000 tons early in the following season. This residue is available for shipment in November and December, but it is not recommended for the European market.

The following quotations may be taken as the average prices of past seasons : Cleaned rice, per 100 baskets, 35 Co.'s rupees ; cargo rice, per 100 baskets, 25 Co.'s rupees ; paddy, per 100 baskets, 10 Co.'s rupees.

The port charges are $2\frac{1}{2}$ annas per ton, and charges for agency 5 per cent., exclusive of packing and shipping charges, which are 1 anna per bag, and $\frac{1}{2}$ anna for godown rent when the rice is packed on shore.

SINGAPORE.

CHARLES WILLIAM BRADLEY, *Consul*.

JANUARY, 1, 1855.

With reference to the "Circular to United States Consuls," issued by the department under date of 15th March, 1854, propounding certain questions relating to the interests of American commerce at this port, I have the honor to return the following reply:—

ANSWERS.

FIRST SERIES.

1st. The terms of our treaty are faithfully adhered to.

2d. The commercial intercourse of the United States with this consular district is governed partly by general acts of the Parliament of Great Britain, and partly by special legislation of the honorable East India Company, through the governor and council at Calcutta. The present port regulations are supposed to be fixed, being for an indefinite period.

3d. Singapore is a free port, and the privileges permitted to commerce, as well as the restrictions imposed on it, are applicable, without distinction of flag, to all nations alike.

4th. There are no other port charges than the Pedra Branca or "Straits" light dues, which are three cents per registered ton on merchant vessels. National vessels of all countries are exempt from this tax.

5th. The transshipment of goods to any other port in the H. E. I. Company's possession, or to any foreign port, is freely permitted to vessels of the United States; but without any special privileges or restrictions.

6th. The moneys, weights, and measures known and in common use at Singapore, are neither those of the mother country nor those made use of in the continental possessions of the East India Company. Merchants keep their accounts in Spanish dollars, divided into one hundred parts, called cents, precisely as in our federal currency. Fractional parts of this cent are also coined, and are much in use; these are the $\frac{1}{2}$ cent and the $\frac{1}{4}$ cent, the latter being called a *pie*, or *pice*. The post office, however, and all other offices of the British East Indian government, keep accounts only in *rupees*, *annas*, and *pice*.

Moneys.—4 pice make 1 cent; 2 $\frac{1}{2}$ cents make 1 anna; 16 annas make 1 company's rupee (marked *R*;) 100,000 rupees make 1 lac; 100 lacs make 1 crore.

The company's rupee, which is here meant, is valued at 45 cents at Calcutta, whilst here it is now current at only 42 cents. Besides this coin, there is the old *Sicca* rupee, (now nearly obsolete,) worth here 45 cents, and the *Java* rupee, which is just now fluctuating at 35 to 36 cents.

Weights.—Measures of capacity are rarely used, and then only with certain articles, such as tobacco; even oils and other fluids being sold by weight. The denominations of the weights used in Singapore are taken both from the Malays and the Chinese. In naming and reducing them to the United standard value, I omit all those which are not employed commercially with and by foreign residents:

16 taels make 1 catty. (The catty is 1 lb. 5 oz. 5 $\frac{1}{2}$ grs. avoirdupois, or 1 $\frac{1}{3}$ lbs.)

100 catties make 1 Chinese picul, (marked *Pl.* or *Pls.*,)=133 $\frac{1}{3}$ lbs. avoirdupois.

2 Malay piculs make 1 char.

40 Chinese piculs make 1 koyan, (or coyan.)

The Malay catty weighs \$24 Spanish; and the Chinese catty weighs \$22 $\frac{1}{2}$ Spanish; hence,

15 catties Malay = 16 catties Chinese. By the Malay, or greater picul, merchants purchase pepper, tin, &c., from the native vessels, but sell by the Chinese or Bazaar picul of $133\frac{1}{3}$ lbs. avoirdupois. Rice is sold by the koyan of 40 pls.; salt by the same measure, but weighs about 52 piculs; gold and silver thread by a particular catty of $\$36$ weight; gold dust by the bunkal, which weighs $\$2$, = 832 grs. troy; Java tobacco is sold by the corge of 40 baskets; India piece-goods by the corge of 20 pieces; wheat and grain by the bag, containing 2 Bengal maunds. (The maund is $61\frac{1}{2}$ catties)

SECOND SERIES.

1st. See "List of all the ordinary articles of export from Singapore to the United States," annexed.

2d. *Rates of insurance.*—The rates adopted at this port by the several agents of underwriters, on the 10th March, 1853, for insurance on exports in "A 1" vessels to either coast of the United States, were:

On heavy and perishable articles, viz: Gambier, cutch, sugar, sago flour, pearl sago in bags, alum, saltpetre, and hides, 3 per cent.

On other articles, $2\frac{1}{2}$ per cent.

These rates being found inadequate, a new tariff of charges was adopted by them on January 1, 1855, and is now ruling for either coast of the United States, to wit:

	Free of particular average.	Average.
On cutch, saltpetre, sugar, sago flour, and pearl sago in bags.....	2 per cent.	$3\frac{3}{4}$ per cent.
On gambier, rice, and hides	2 per cent.	$3\frac{1}{4}$ per cent.
On other articles.....	2 per cent.	$2\frac{1}{2}$ per cent.

On insurances effected *against total loss* only, a deduction of one-fifth.

On insurance effected free of *particular average* when the rate is not stated, a deduction of one-eighth.

Freight.—The rates at which ships are freighted or chartered depend on the demand for tonnage and the supply; on the kind of cargo to be transported, and on the sailing qualities of the vessels. These vary so greatly that it is impossible to give them even approximately. At the present time, for miscellaneous Straits' produce, shippers are paying \$18 a \$20 per ton of 50 feet to New York or Boston.

Commissions.—Whilst the trading ships of all other nations pay the uniform commissions of 10 per cent., (as established by the Singapore Chamber of Commerce,) which include expenses of every sort for purchasing or selling, a special exception is made for what is called the "American trade," meaning that of the United States. The established charges on this are: Commissions on sales of goods or purchase of produce, free of risk, either in sales or on advances on produce, $2\frac{1}{2}$ per cent. (Both of these are guarantied for an extra $2\frac{1}{2}$ per cent. or 5 per cent. in all.)

On negotiating bills of exchange, 1 per cent.

Other business on the usual terms.

Interest on all moneys advanced is at the rate of 12 per cent. per annum, but on disbursements on account of ships while in port, 5 per cent.

Added to these expenses are boat and cooly hire and warehousing, the charges for which differ widely, being governed by circumstances.

3d. The imports from the United States, in comparison with the exports thither, are of trifling amount. I therefore state the modes and terms of purchase as well as those of sale. Sales of imports are effected in the usual manner by private arrangement with the buyer, and sometimes also by public auction. The terms are—cash down.

Purchase of cargo.—This is done by private contract (never at public sales) by the house to which the master of the vessel is consigned; the said house buying the goods from either the native or from the Chinese dealers, who are what is commercially styled the “first hands.”

Terms of purchase are: 1st, cash, or, 2d, confirmed credits from well-known houses either in London or Liverpool.

4th. The rates of exchange on London during each month of the year 1853 were as follows, for 6 months' credit:

	s.	d.	s.	d.		s.	d.	s.	d.		
January.....	4	7½	a	4	8½	July.....	4	11	a	5	0
February.....	4	7½	a	4	8½	August.....	5	2	a	5	3
March.....				4	8	September.....	5	2	a	5	4
April.....	4	8	a	4	9	October.....	5	0	a	5	1
May.....	4	9	a	4	9½	November.....				4	10
June.....	4	9½	a	4	10½	December.....	4	9¾	a	4	10

The true par of exchange between the United States and this port cannot be determined, drafts on the United States being in general unsalable. I think that the most just approximation would be to add to the Singapore current rate of exchange on London the current premium of New York drafts on London, plus per centum.

5th. As a free port, this has neither export nor import duties.

6th. No internal taxes are levied on the commodities exported, whether they be in a crude, partially manufactured, or wholly complete state.

7. With regard to the rate of wages in the various branches and occupations of labor and of personal service, in the business of commerce and trade, I can specify only a few; but still they are the most important:

Bookkeepers, mercantile assistants or clerks, \$500 *a* \$3,000 per annum.

Ship-carpenters, (Chinese,) 50 *a* 75 cents per diem.

Indian coolies, or common laborers, 40 *a* 50 cents per diem. Employed in discharging and in stowing cargo, or as porters, &c.

Chinese coolies, or common laborers, 30 *a* 40 cents per diem. Employed in discharging and in stowing cargo, or as porters, &c.

It would give me great pleasure to transmit to the department regular files of prices current for the year 1853-'54 at Singapore, Pinang, and Malacca, the most important markets in my consular district; but, besides the absolute impossibility of now obtaining these documents, I can hardly imagine that the government expects me to furnish them at a personal expense of nearly \$50 a year, which would be very near the regular subscription rates for the prices current of these three ports. Even the statistical information which this report embodies I have been obliged to pay largely for. I would respectfully recommend that I be authorized to subscribe for the “Singapore Free Press,” for transmission to the department, as it contains a monthly summary of the trade of the port in a tabular form, besides an ample yearly synopsis of the same. The subscription price of the weekly issue is \$16 per annum; of the bi-monthly, over-land edition, \$7 per annum; and of the “Monthly Statement of Trade,” (very imperfect,) \$1 20 per annum.

List of all the ordinary articles of export from Singapore to the United States, with the current wholesale prices on first day of each month of the year ending June, 1854, free of duty.

EXPORTS.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.
Antimony ore.....per picul												
Beeswax.....do.....	\$34 00 a 36 00	\$34 00 a 36 00	\$36 00 a 37 50	\$38 00 a 40 00	\$38 00 a 40 00	\$40 00 a 44 00	\$42 00 a 44 00	\$41 00 a 42 00	\$41 00 a 42 00	\$41 00 a 42 00	\$43 00 a 44 00	\$43 00 a 44 00
Benjamin (gum) best.....do.....	90 00	90 00	90 00	90 00	90 00	90 00	90 00	90 00	90 00	90 00	90 00	90 00
2d quality.....do.....	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00
3d quality.....do.....	15 00 a 25 00	15 00 a 25 00	15 00 a 25 00	15 00 a 25 00	15 00 a 25 00	15 00 a 25 00	13 00 a 25 00	13 00 a 25 00	11 00 a 13 00	11 00 a 13 00	11 00 a 13 00	11 00 a 13 00
Chinese camphor.....do.....		19 00	19 00	19 00	19 00	19 00	16 50 a 17 50	17 00 a 17 50	16 50 a 17 00	16 50	16 50	16 50
Cassia lignea.....do.....	21 00	21 00	21 00	21 00	21 00	21 00	21 50	24 00	25 00	25 00	23 00	23 00
Cloves.....do.....												
Cocoanut oil.....do.....	6 00 a 7 00	6 00 a 7 00	6 00 a 7 00	6 00 a 7 00	6 00 a 7 00	5 50 a 6 00	5 25 a 5 39	5 25	5 25	5 25 a 6 00	5 25 a 5 75	5 25 a 5 75
Coffee.....do.....	9 00 a 9 50	10 62	8 00 a 9 00	8 00 a 9 00	7 75 a 10 00	7 75 a 10 00	7 62 a 10 00	7 75 a 10 00	10 50	11 00	11 50	11 50
Cub-bs.....do.....												
Cutch.....do.....	4 25	4 37 a 4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	7 20	7 20	7 20
Danmur.....do.....												
Dragon's blood.....do.....	35 00 a 36 00	35 00 a 36 00	35 00 a 36 00	35 00 a 36 00	35 00 a 36 00	35 00 a 36 00	35 00 a 36 00	35 00 a 36 00	35 00 a 36 00	35 00 a 36 00	38 00 a 40 00	38 00 a 40 00
Ebony(a).....do.....												
Gambier.....do.....	3 70 a 4 00	4 25 a 4 50	4 20 a 4 25	3 50	4 75 a 4 80	5 00 a 5 10	4 28 a 4 30	4 30	4 20	4 10 a 4 20	3 50 a 3 60	3 25 a 3 30
Gamboge.....do.....	32 00	32 00	32 00	32 00	32 00	30 00	30 00	27 00 a 28 00	27 00 a 28 00	27 00 a 28 00	27 00 a 28 00	27 00 a 28 00
Gunny bags (jail).....do.....	11 00 a 12 00	11 00 a 12 00	11 00 a 12 00	11 00 a 12 00	11 00 a 12 00	11 00 a 12 00	10 00 a 11 00	10 50 a 11 00	10 50 a 11 00	10 50 a 11 00	10 50 a 11 00	10 50 a 11 00
(common).....do.....	5 00 a 7 00	5 00 a 7 00	5 00 a 7 00	5 00 a 7 00	5 00 a 7 00	5 00 a 7 00	5 00 a 7 00	8 00 a 9 00	8 00 a 9 00	8 00 a 9 00	8 00 a 9 00	8 00 a 9 00
Gutta-percha.....do.....	21 00	25 00	33 00 a 34 00	40 00 a 77 00	26 00 a 27 00	30 00 a 31 00	33 00 a 34 00	27 00 a 28 00	24 00 a 25 00	22 00 a 25 00	25 00 a 25 50	25 00 a 25 50
Hides, buffalo.....do.....	5 00	5 00	5 50	4 75 a 5 00	4 75 a 5 00	4 75 a 5 00	4 50 a 5 00	4 50 a 4 75	4 50 a 4 75	4 50 a 4 75	4 25 a 4 50	4 25 a 4 50
cow.....do.....	6 75	6 75	6 75	6 75	6 75	7 00	7 00 a 7 50	7 00 a 7 50	7 00 a 7 50	7 00 a 7 50	7 00 a 7 50	7 00 a 7 50
Horns.....do.....	7 00 a 7 12	7 00 a 7 12	7 00 a 7 12	7 00 a 7 12	7 00 a 7 25	7 00 a 7 25	7 00 a 7 50	6 00 a 6 75	6 25 a 6 30	6 25 a 6 30	6 00 a 6 15	6 00 a 6 15
India rubber.....do.....												
Lac (stick).....do.....					8 00	8 00	8 00	8 00 a 8 50	8 00 a 8 50	8 00 a 8 50	8 00 a 8 50	8 00 a 8 50
Macoe.....do.....	50 00 a 55 00	50 00 a 55 00	50 00 a 55 00	55 00 a 60 00	55 00 a 60 00	55 00 a 60 00	55 00 a 60 00	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00	50 00 a 60 00
Nutmegs, 1st quality.....do.....	(b) 75 00 a 80 00											
2d quality.....do.....	(b) 65 00 a 70 00											

(a) This article abundant, and some exports; but no quotations can be found.

(b) No variation in these prices during these twelve months.

List of all the ordinary articles of export from Singapore to the United States, with the current wholesale prices on first day of each month of the year ending June, 1854, free of duty.

[Continued.]

EXPORTS.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.
Pepper, black (Singapore) . . per picul	\$6 00 a 6 12	\$6 25 a 6 50	\$6 75 a 7 00	\$6 75 a 7 00	\$7 25	\$7 25	\$6 75	\$6 75 a 6 80	\$6 75 a 6 80	\$6 90 a 7 00	\$7 25	\$7 25 a 7 40
long	11 50 a 11 75	11 50 a 11 75	7 50 a 8 50	7 50 a 8 50	7 50 a 8 50	7 50 a 8 50	9 00 a 11 00	9 00 a 11 00	9 00 a 11 00	11 50	11 50	11 50
Rhio	5 75	6 00 a 6 12	6 50 a 6 60	6 50 a 6 60	7 10	7 10	6 50	6 50	6 50 .....	.....	.....	.....
white	12 50 a 13 00	13 00 a 13 50	13 50 a 14 00	13 50 a 14 00	13 50 a 14 00	13 50 a 14 00	12 30 a 13 50	12 00 a 12 50	13 00 a 13 50	14 50	13 75	13 75
Rattans (Banjarnassing)	2 50	2 50	2 50	2 50	2 50	2 50	2 50	2 15 a 2 50	2 15 a 2 50	2 15 a 2 50	2 15 a 2 50	2 15 a 2 50
Straits	1 50 a 1 75	1 50 a 1 75	1 50 a 1 75	1 50 a 1 75	1 50 a 1 75	1 50 a 1 75	1 25 a 1 75	1 25 a 1 75	1 25 a 1 75	1 25 a 1 75	1 10 a 1 20	1 25 a 1 50
Sago flour	2 60	2 75	2 35	2 35	2 90	3 00 a 3 10	2 95 a 3 00	2 75	2 65	2 65	2 50	2 40
pearl	2 90 a 2 95	2 95 a 3 00	2 85 a 2 95	2 75 a 2 80	3 30	3 40 a 3 50	3 35 a 3 30	2 90 a 2 95	2 80 a 2 85	2 80 a 2 85	2 80 a 2 85	2 70 a 2 75
Sapanwood (Siam)	1 40	1 40	1 40	1 40	1 40	1 40	1 40	1 00 a 1 30	1 00 a 1 30	1 00 a 1 30	1 00 a 1 30	1 00 a 1 30
(Manilla)	2 00 a 2 25	2 00 a 2 25	2 00 a 2 25	2 00 a 2 25	2 00 a 2 25	2 00 a 2 25	2 00 a 2 25	2 00 a 2 25	2 00 a 2 25	2 00 a 2 35	2 00 a 2 35	2 00 a 2 35
Sugar	4 30 a 5 50	4 80 a 5 12	5 30 a 5 70	3 05 a 5 30	3 70 a 5 30	3 05 a 5 75	3 00 a 5 50	4 70 a 5 20	5 00 a 5 75	5 00 a 5 75	5 00 a 5 75	5 00 a 5 75
Tallow (a) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tea—good chop “junk tea” in 25	3 50 a 4 50	3 50 a 4 50	3 50 a 4 50	3 50 a 4 50	3 50 a 4 50	3 50 a 4 50	3 50 a 4 50	3 50 a 4 50	4 00 a 4 50	4 00 a 4 50	4 00 a 4 25	4 00 a 4 25
catty boxes	21 00	20 25	20 12	20 25	21 75	23 00	24 50	23 50	24 17	23 75 a 24 62	23 50 a 24 00	22 50 a 2
Tin (Malacca)	20 00 a 20 50	20 00	19 00 a 19 50	19 00 a 19 50	19 00 a 19 50	20 00 a 21 00	20 00 a 22 00	19 00 a 21 00	23 75	19 00 a 21 00	19 00 a 21 00	17 00 a 21 00
other sorts .....	.....	.....	600 a 650	600 a 650	600 a 650	600 a 650	600 a 650	600 a 650	600 a 650	600 a 650	600 a 650	600 a 650
Tortoise shell .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

(a) No exports to the United States.

I am unable to give the *retail* prices of any of these articles within the time specified. In fact, very few of them are consumed here except gambier, rattans, sago-flour, sugar and tea, and these only in small quantities.

There are other valuable products which are either peculiarly of the growth of this island, or of its vicinity, and shipped hence to other parts of India, to China, and Europe, and which might profitably be employed in arts, &c., known and practised in the United States; but as they have not yet been introduced there, I have omitted them altogether. In a future communication to the department, it is my intention to treat of them as well as of others which are sent to America.

AUSTRALIA.

SYDNEY, (N. S. W.)

JAMES H. WILLIAMS, *Consul*.

OCTOBER 1, 1854.

In reply to a circular from the Department of State, bearing date 15th March last, I have the honor to report that the only commercial regulation affecting the commerce of the United States with this colony which has been adopted since the commencement of the year 1851 is the existing tariff, which came into operation on the 5th of August, 1852, a copy of which was forwarded to the department with my despatch No. 49, dated the 13th of August, 1852. By referring to that document you will perceive that the only articles produced or manufactured in the United States upon which duty is charged are spirits, tobacco, sugar, and dried fruits. The tariff is strictly a revenue tariff, and has no bearing in the way of protection upon any of the industrial interests of the colony.

In reply to those interrogatories to which you desire specific answers I have to say :

ANSWERS.

FIRST SERIES.

1. There is no existing treaty of commerce between the United States and New South Wales, nor between New South Wales and any other country. (a)

2. Solely on the regulations of the mother country, except that the colony has the power, with the approval of the British Parliament, to alter the tariff. There is, however, at present no probability of a change in that respect.

3. Not any.

4. Refer to port regulations sent with my despatch No. 2, dated 1st July, 1854, (b) which are applicable to ships of all nations alike.

5. Transshipment in vessels of the United States would not be allowed from one port to another within the colony of New South Wales ; but to all other ports and places it is allowed without restriction, upon the same terms as in British vessels.

6. Same as in the mother country.

SECOND SERIES.

1. I am not aware of a single commodity the produce of the colony having been exported from this colony to the United States during the year 1853, except coal, and upon that there is no export duty. The average price of coal at the shoot in New Castle for 1853 was \$5 per ton ; in Sydney, by the cargo, \$12 50 ; retail price in Sydney, \$20 per ton ; present price at New Castle, \$4 50 ; in Sydney, \$7 ; retail price in Sydney, \$15 per ton.

2. In rates of insurance generally, see enclosed card. Freights to California, \$15 to \$20 per ton, weight and measurement. Commission for purchasing, 2½ per cent. In rates of commissions generally, see enclosed scale, authorized by the Chamber of Commerce.

3. By private contract and public auction. For gold dust, wool, tallow, and oil, which are the principal exports, terms are cash. For general merchandise, credit from 3 to 6 months.

(a) The treaty with the mother country regulates the commercial relations of her colonies with the United States, as a matter of course.

(b) Answer to circular of October 8, 1853—"Consular Returns—Navigation," Part III.

4. From July to October, 1853, 2 per cent. premium; November and December, 1 per cent. premium; January and February, 1854, 2 per cent. premium; March, 3 per cent.; April, 4 per cent.; May to October, 5 per cent. premium. Par of exchange, 4 84. The foregoing rates have only reference to 30 days' bills drawn by the banks. Private bills secured by hypothecation of cargo, 2 per cent. less.

5. No duties on exports. For duties on imports, see tariff referred to in the first paragraph of this letter.

6. Not any.

7. Rates of wages for seamen engaged in the intercolonial trade per month, \$33 60 to \$38 40; rates of wages for seamen engaged in the intercolonial trade to the United States and Great Britain, \$43 20 to \$48; rates of wages for seamen engaged in the intercolonial trade to the East Indies, \$33 60 to \$38 40. Wages of ship carpenters, \$4 66 per day, without board; wages of day laborers, \$2 50 per day. See memorandum.

I send by this conveyance the only regular price current sheet published in the colony from the date of its commencement.

The commercial regulations of this colony being already established upon the most liberal basis, I am not aware of any measures which could be adopted here which would be likely to benefit the commerce or navigation of the United States, except that the consumption of tobacco might be slightly increased by a still further reduction of the duty, although of that I am somewhat doubtful. The abolition, however, of the duty on wool imported into the United States would have a tendency materially to augment the trade between the two countries, as then ships bringing cargoes from the United States would readily obtain return cargoes of an article of large consumption there, and would thus add not only to the profits of those who might be directly engaged in the trade, but would also contribute to the prosperity of one of the most important branches of our manufactures, and more remotely to the general welfare of all industrial pursuits in our country. Another and, no doubt, the most important step which could be taken for promoting the commercial interest of our country in this region, would be the establishment of steam communication between the two countries by way of Panama, as I have already pointed out in several of my previous despatches. Except these, I do not think of any suggestions likely to accelerate an enlarged commercial intercourse between our country and this colony beyond its natural increase from increasing population and increasing wealth in both countries, and the gradual equalization of the wages of labor in all countries by the advancing rates likely to prevail in Europe generally, but more especially in Great Britain.

With respect to the article of coal, of so much importance in promoting steam communication between the various countries of the world, it may be pertinent to remark that, in consequence of the number of mines which have been opened and worked within the past two years, and the greatly increased facilities for delivering it at the water side by means of tramways and railroads, it is probable that the price per ton will considerably decline from the present rates of \$4 50 at New Castle and \$7 in Sydney. I enclose a portion of the Sydney Morning Herald of September 1, giving an interesting account of some of the most important improvements connected with the commerce of the country, which are being rapidly pressed forward to completion.

Table of rates of commission adopted and recommended by the Sydney Chamber of Commerce, March 10, 1853.

On private or public sales of merchandise....	5 per cent.	On procuring charter for vessels, including the collection of freight if the ship returns..	5 per cent.
On sales of ships, houses, land, and shares in public companies.....	2½ “	On procuring freight and passengers for vessels.....	5 “
On sales of government securities.....	1 “	On collecting inward freight or charter money	5 “
On sales of live stock, stations, &c., for residents.....	2½ “	On endeavoring to obtain immigrant ships' papers, irrespective of any other claim for extra service.....	£10 10s.
On sales of same, for non-residents.....	5 “	On ships' disbursements, from funds arising from freight collected, on which a commission of 5 per cent. has already been charged	Nil.
On sales of colonial produce, viz:		On ships' disbursements, from funds in hand, not arising from freight collected.....	2½ per cent.
Wool, tallow, hides, sheep skins, &c.....	2½ “	On same, under advance.....	5 “
On sales of gold, gold dust, bullion, and specie	1 “	<i>Settlers' accounts.</i>	
On all property withdrawn, shipped, or delivered to order, one-half of the rates chargeable in cases of sale.		On purchases or payments, under advance....	5 “
On goods consigned for conditional delivery..	2½ “	On same, with funds in hand.....	2½ “
On purchases of merchandise, ships, houses, land, stock, or stations, with funds.....	2½ “	Any balance of account unliquidated at the end of the year to be considered as a new advance, and charged accordingly.	
On purchase of same, without funds.....	5 “	Interest on current accounts to be charged the rate of discount charged by the bank on bills having 6 months to run.	
On purchase of shares, government securities, &c.....	2½ “	<i>Re-exchange.</i>	
On purchase of gold, gold dust, bullion, and specie.....	1 “	On intercolonial bills dishonored.....	{ 5 per cent. and notarial charges.
On effecting insurance, on the amount insured.....	½ “	On bills from New Zealand dishonored....	{ 7½ per cent. and notarial charges.
On settling insurance losses, total or partial, and procuring returns of premium.....	2½ “	On all other foreign bills dishonored....	{ 20 per cent. and notarial charges.
On procuring money on bottomry and respondentia.....	2½ “		
On guaranteeing sales, bills, or bonds, by endorsement or otherwise.....	2½ “		
On recovering debts.....	5 “		
On the management of estates, as executors, administrators, or attorneys.....	5 “		

Rates of wages at Sydney.

Printers, jobbing work, per week, from...	\$15 60 to \$17 28	Bricklayers.....per day, from...	\$5 80 to \$7 20
Compositors on the slab.....do.....	15 60 to 19 20	Bricklayers' laborers.....do.....	3 84 to 4 32
Bookbinders.....do.....	14 40 to 19 20	Masons.....do.....	5 80 to 7 20
Painters.....per day, from...	3 12 to 4 00	Masons' laborers.....do.....	2 40 to 2 88
Carpenters.....do.....	3 60 to 4 80	Carters.....do.....	1 92 to 2 40
Joiners.....do.....	3 84 to 4 80	Quarrymen.....do.....	4 32 to 4 80
Plasterers.....do.....	6 00 to 7 20	Blacksmiths.....do.....	3 36 to 3 84
Plasterers' laborers.....do.....	2 88 to 3 60		

MELBOURNE.

JAMES M. TARLETON, *Consul.*

DECEMBER 24, 1855.

I have the honor to answer the questions issued from the State Department March 15, 1854, which I referred to in a previous despatch as not having been received at this office for a very long time :

ANSWERS.

FIRST SERIES.

1st. Commerce is governed entirely by the treaty between Great Britain and the United States. There is but one exception where it has not been adhered to, and in that I have sent to the department all the facts.

2d. I refer to my answer to the first question.

3d. There are none.

4th. From without the "Head," sailing vessels, pilotage 10*d.* (20 cents) per ton; steamers, and vessels towed by steam, 6*d.* (12 cents) per ton. For sailing vessels from within the "Head," 6*d.*, (12 cents,) and 4*d.*, (8 cents,) for steamers, and vessels towed by steam. For full particulars I refer to price current sent. There is 1*s.* (25 cents) additional tonnage dues on all merchant vessels. No charge on national vessels.

5th. Transhipment is allowed in vessels of the United States in all cases except coasting.

6th. Moneys, weights, and measures are regulated by the mother country.

SECOND SERIES.

1st. There are very few goods or articles exported from the colony to the United States. The principal articles have been gum, in small quantities, a few hides, and some bones. With the exception of gold, on which there is a duty of 60 cents per ounce, (2*s.* 6*d.*,) none are liable to duty.

2d. Freight varies, and there is no fixed or recognized commission, very little business of that kind being done, departures from hence for the United States being very few, vessels only leaving, on the average, once in six or nine months.

3d. Usually consigned by shippers.

4th. The average has been 3 per cent. The rate of exchange in this colony is at the rate of 4*s.* 2*d.* to the dollar, American.

5th. The duties are :

On all porter, spruce, and other beer, cider, and perry, the gallon.....	\$0 12
Cigars, per lb.....	75
Coffee and chicory, per lb.....	4
On all spirits, cordials, liqueurs, and strong waters, of any strength.....	2 50
Sugar, raw and refined, and sugar candy, per cwt.....	1 44
Tea, per lb.....	12
Tobacco and snuff, per lb.....	48
Wine, per gallon.....	48

All other goods and merchandize free. Spirits in bulk, under 25 gallons, cannot be imported, nor tobacco, under 80 pounds.

6th. There are no duties of any kind attending the transmission of goods throughout the colony.

7th. Printed returns are enclosed, the latest extant. Other returns, referring to naturalization, deaths, return of exports and imports, the latest compiled, are, likewise, enclosed.

VAN DIEMEN'S LAND.

HOBART TOWN.

D. McPHERSON, *Vice Consul*.

SEPTEMBER 22, 1855.

Agreeably to the circular of 15th March, 1854, I beg to send herewith answers to the same:

ANSWERS.

FIRST SERIES.

- 1st. Terms adhered to.
- 2d. Partly on both, but fixed.
- 3d. None.
- 4th. Same on all nations, viz: 12 cents per ton pilotage in, and same out; harbor dues 6 cents per ton; light dues 18 cents per ton.
- 5th. Yes; with no restriction.
- 6th. Yes; same as in England.

SECOND SERIES.

1st. Only onions and apples exported, (to California.) Price of former \$8 per 112 lbs., and of latter, \$3 per basket; retail price 25 per cent. more than these rates. There are no duties here on exports.

2d. Insurance, $12\frac{1}{2}$ per cent.; freight, \$20 per 40 feet, (cubic;) commission, $2\frac{1}{2}$ per cent. when in funds, 5 per cent. when not in funds.

3d. Cash on delivery on board.

4th. Five per cent. premium.

5th. No duty on exports; on imports as follows: tobacco, 50 cents per lb.; refined sugar, \$1 50 per 112 lbs.; brandy, \$3 per gallon; other spirits, \$2 25 per gallon; molasses, 75 cents per 112 lbs.; hops, 4 cents per lb.; other goods free.

6th. No internal taxes.

7th. Laborers, \$1 50 per day; mechanics, \$2 to \$3 per day, (without board.) Farm laborers, \$150; domestic servants, \$100 to \$150 per annum, (with board.) Mercantile assistants, \$500 to \$2,000 a year, (without board.) Seamen, \$25; masters, \$60 to \$100 per month.

Regular files of the market prices for 1853-'54 cannot now be obtained here, and any suggestions or remarks called for are to be found in my general return for 1854, sent you in that year. (a)

IN AND NEAR EUROPE AND AFRICA.

GIBRALTAR.

HORATIO J. SPRAGUE, *Consul*.

JANUARY 4, 1855.

I have the honor to acknowledge the receipt of your circular, dated 15th March, 1854. Gibraltar being a fortress, I have very little, if anything, of interest, or likely to be of use to the commerce of the United States to state in reply. Besides, being a free port, it is subject to

(a) Answer to circular of October 8, 1853. "Consular Returns—Navigation."

no duties, and few restrictions beyond those consequent to a military station or garrison; and no decrees or regulations have been published from 1851 to 1853 that affect in any way the commerce of the United States.

ANSWERS.

FIRST SERIES.

1st. No treaty of commerce exists between the United States and Gibraltar, nor have the terms of the treaty existing between the United States and Great Britain been disregarded at any time since I have been in charge of this consulate.

2d. The commercial intercourse of this fortress with all foreign countries is chiefly dependent upon local legislation, and is of a temporary nature. The governor of the fortress suggests to the British government any change and reform which he considers proper or fit to make, and if approved by the sovereign and ministry, the same becomes a regulation by an order in council, which is duly published for the information of all concerned.

3d. All nations fare alike in their commerce with Gibraltar, and no restrictions are imposed more upon one than upon the other. The only advantage shown is to the British, and that confined merely to visitors or strangers arriving at this fortress. The British subject is permitted to enter freely into the garrison, while aliens are subjected to a temporary permit, which is granted by the police magistrate on an application being made to him in favor of the foreigner by some respectable resident, who has to bind himself in the penal sum of £11 18s. 4d. sterling for his maintenance and good behaviour while he remains in the fortress.

4th. Vessels of all nations, including the British, pay the same port charges, which are as follows:

For every square-rigged vessel having three masts.....	\$10
For every brig.....	8
For every schooner, sloop, mistico, habequé, galliot, or other the like kind of fore-and-aft-rigged vessel.....	5
For every small coasting vessel.....	4

Vessels of war of all nations are exempt from all port charges.

5th. No restrictions exist in the transhipment of goods at this port by American vessels to any part of the world.

6th. Accounts in Gibraltar are kept in dollars, rials and quarts—16 quarts being equal to 1 rial, and 12 rials equal to 1 dollar—by which currency goods are bought and sold. A hard dollar is worth 100 cents; a six rials piece, 50 cents; a three rials piece, 25 cents; a rial and one half piece, 12½ cents; and a twelve quarts piece, 6½ cents, commonly called a “doce.” All are silver coins. According to this division of the dollar, it has 192 quarts or 12 rials in Gibraltar. All the Spanish coins from the mint at Seville (Spain) are current at Gibraltar, but the “peceta” and “half peceta” are not always received as in Spain at five pecetas for a dollar, a small premium being sometimes required. The silver or gold dollar passes as in Spain for 20 rials of vellon, its subdivisions in proportion; and of late years the French five franc piece is received in payment for goods, as in Spain, for 19 rials of vellon, equal to 95 cents; but all these coins, like other merchandise, are liable to a premium or discount, according to their abundance or the demand for any particular description. Spanish gold coins are also current. The doubloon being equal to \$16, with subdivisions in proportion. The exchanges fluctuate as in commercial places.

Weights and measures are those of Great Britain, the standards being in the care of the police; oil, however, is sold by the “arroba,” of 25 pounds English; grain is sold by the fanega—5 fanegas making one Winchester quarter, (strake measure of wheat;) wine is sold by the gallon—the imperial gallon being the standard of measure according to an order in council, bearing date the 23d June, 1841. Two fanegas of Indian corn or horse-beans are equal to $4\frac{1}{8}$ Winchester bushels. A strake fanega of Indian corn generally weighs 81 pounds, and a heaped fanega 118 pounds English.

SECOND SERIES.

1st. The exports to the United States from Gibraltar are so very rare and insignificant that the table called for cannot be made out; besides, there are no export duties levied on any description of merchandise from Gibraltar.

2d. Insurances on shipments to the United States are never effected at Gibraltar; shippers insuring in the United States, and sometimes in England or France, but very seldom. The rates of freight on cargo to the United States fluctuate from five to thirteen dollars per ton of 2,240 pounds English, with 5 per cent. for weight, and per ton of 40 cubic feet for measurement. Commissions are charged at 2 to $2\frac{1}{2}$ per cent. on the amount of invoices.

3d. Sales are generally made for cash under a discount of 2 per cent.; but sometimes the credit system is adopted, and then three, four, and six months time is given.

4th. No banking operations take place between Gibraltar and the United States, as exchange on the United States is very rarely, if ever, wanted. Some small accommodation bills were taken in 1853, to meet the disbursements of vessels requiring supplies and repairs, at from 5 to 7 per cent. discount.

5th. There are no duties on exports to the United States, or to other foreign countries; and upon imports, only on wines, spirits, and strong waters or cordials, which, it is presumed, have been put on so as to prevent the troops having freer access to these drinks.

6th. This query can have no relation with the trade of Gibraltar.

7th. The rates of wages in the various branches of business vary according to the merits of the persons employed. Clerks' hire ranges from 100 to 1,000 dollars per annum. Foremen to lighters, carts, &c., 100 to 250 dollars per annum. Laborers from 75 cents to 150 cents per day, or $12\frac{1}{2}$ cents per hour. Men servants 4 to 10 dollars per month; women servants 3 to 7 dollars per month.

As no regular files of price current sheets are kept at Gibraltar, I am unable to forward any files thereof for the year 1853.

MALTA.

WILLIAM WINTHROP, *Consul*.

MAY 8, 1854.

I have the honor to acknowledge the receipt of your circular of March 15, which reached me two days ago. In answer thereto, I beg to make the following report:

ANSWERS.

FIRST SERIES.

1st. The terms of the treaty of commerce between the United States and this government are faithfully adhered to.

2d. The commercial intercourse of the United States with this island is dependent, as is that of

all other nations, on the regulations of the mother country. No important change can be effected unless by the sanction of the English government.

3d. The same commercial privileges are permitted to us as to other powers, and the same restrictions imposed.

4th. There is a charge of six pence per ton on all American vessels which arrive here for commercial transactions. When stopping in ballast for pratique or provisions, no charge is made, neither are there any port dues on our national vessels. The same remarks are applicable to the intercourse of all other nations.

5th. The transhipment of goods is permitted without the least interruption.

6th. The value of money is established by the law of the mother country, in all the transactions which the local government has with the natives or foreigners, and the same may be said with respect to weights and measures.

The remaining interrogatories in your circular of the 15th March will be answered by the printed documents which I have the honor to enclose.

1st. I would call your attention to the prices current from the 1st January, 1854, to the present time. In them you will please to observe the course of exchange between this place and different cities of Europe, the rates of freight to different parts of the world, the value of money when bought and sold in the market, the weights and measures of Malta, the articles in deposit, as also those which have been sold, and the prices which they have brought.

2d. I have enclosed a price current of April, 1853, for the purpose; the few but important articles on which duties are levied by government are as follows: Breadstuffs of all descriptions, whether they are manufactured or not, cattle of all kinds, seeds of all descriptions, beans, potatoes, olive oil, spirits, and wines.

The premiums of insurance will also be observed in the prices current of the above date.

3d. I would beg to call your attention to an interesting printed return of the imports at this island from all the different ports of Barbary, for a period of the first eight months of 1853.

NOVEMBER 17, 1854.

The native productions of the island, and those articles which are manufactured, pay no export duty. I was desirous of giving the department a correct return of the imports at this island by American vessels, and found, on application, that no record of the same was kept at the custom-house. I mentioned the subject to the governor, and he has since, at my suggestion, directed that they should be noted, so that hereafter I shall be enabled to make correct returns under this head. There is no power given to me by which I could call on the merchants for this information. The principal articles of import at this island from the United States consist of salt beef and pork, pitch and rosin, logwood, brown sugar, cigars, tobacco in leaf and manufactured, coffee, flour, and rum. The last two articles are only subject to duty, and being placed in the bonded stores, are sold for export. The value of these imports I have not the means of knowing; merchants are desirous of keeping this information, thinking that if known it might interfere with their sales when the market is small and the competition great.

CAPE TOWN.

GIDEON S. HOLMES, *Consul*.

AUGUST 16, 1854.

I have the honor to enclose the following documents, in accordance with the requirements of your circular to consuls, dated Washington, March 15, 1854:

1st. A return of imports and exports to and from this colony and the United States, as copied from the Blue Books of 1851 and 1852; also that portion of the Blue Book for 1853, touching upon the information required—the book itself is not yet published.

2d. A reply to interrogatories in the above document not heretofore transmitted.

ANSWERS.

FIRST SERIES.

1st. All existing treaties between the United States and the mother country are complied with.

2d. Commercial intercourse, heretofore dependent on the regulations of the mother country; but the colonial parliament, now in session, will revise them.

3d. See reply to circular of October 8, 1853. (a)

4th. See as above.

5th. The transhipment is allowed to all vessels to ports out of the colony, but only to British vessels to ports within the colony. I would here remark that the present parliament will likely remove all restrictions; but this will not come into operation for some time, and, perhaps, not until after the next session.

6th. You have enclosed a copy of the government report of the course of exchange on Great Britain, and of the colonial moneys, weights, and measures. The United States dollar is reckoned at four shillings sterling, and passes current at that rate; it is also the customs valuation.

SECOND SERIES.

1st. The wholesale and retail valuations of exports from this to the United States, commencing July 1853, have varied to that extent that it is impossible to give a true statement. I herewith enclose copies of the shipping list and prices current, from July, 1853, by which you will obtain the market prices. I would here remark, that prices have varied during the past year, owing to the state of the money market. Wool, from July, 1853, has varied from 1s. 5d. down to 10d., its present price, owing to the unfavorable state of Europe, and the scarcity of money. The present prices of sheep skins, 10½d. to 1s. 6d. Goat skins, 2s. 4d. to 2s. 6d., or from 9d. to 10½d. per pound. Hides, 3½d. to 4d. per pound. The prices of hides and skins have been influenced only by the monetary affairs of this colony; the state of Europe having increased the demand for those articles. Horns, 33s. to 40s. per hundred. Aloes, from 3½d. to 4d. per pound. Argal, from July to December, could have been bought at 37s. 6d. to 45s. per hundred pounds, but has recently advanced to 67s. 6d.; it will not, however, hold at that price, as the article will not remunerate the shipper to the States at those rates, and is not likely to remunerate in the English market. Old iron is collected, and can be bought at from ½ cent to 1 cent per pound, according to value. Old copper, 8½d. to 9d. per pound. Buchu, 2½d. to 4d. per pound.

2d. Insurance is generally effected in the States, and was formerly done at 1½ per cent. In one instance I have insured here at the same rate. Freights from this to England are from £3 10s. to £4., formerly £2 10s. to £3. Commission on all purchase for exportation, 2½ per cent., when funds are in hand, and 5 per cent. when not.

3d. A large portion of the produce for export is purchased for cash, but in some instance a credit of 4 months is given.

4th. See the government report, enclosed. Discount on the United States is $7\frac{1}{2}$ per cent.; but this only applies to vessels touching for supplies, and having no funds or letter of credit. I have generally advanced the ships belonging to our navy (where they have not drawn on England) at par, with one exception, where I charged 2 per cent., calling the pound sterling \$5.

5th. There is no export duty. Import duty 12 per cent., unless specific; for particulars, please refer to 3d page of shipping list, &c.

6th. No internal tax.

7th. The rates of wages vary from 2s. 6d. to 6s. per day—governed by the capability of the person employed; many of the natives in the country districts are paid in cattle or produce. Clerks in the commercial towns are paid at from £80 to £300 per year, according to their worth.

I have ascertained that the duty will likely be increased on tobacco, and perhaps on flour, imported into this colony; but all differential duties will be abolished, so that the British importer from the mother country will have no advantage. This, with the increased growth of wool in this colony, would increase the trade very rapidly, were it not for the heavy duty on wool in the States. For further particulars I beg to refer you to my answer to the circular of October 8, 1853. (a)

I enclose herewith the "Cape of Good Hope Almanac," for 1854, containing much information.

In reference to transhipment, all ships are allowed to tranship in bond, although shipped within the colony, provided the article is exported out of bond.

An account of the declared value of all goods imported and exported in British and foreign vessels from and to the United States, (America,) whaling, in the year ended January 5, 1852.

PORTS OF COLONY.	IMPORTS.		EXPORTS.	
	United States.		United States.	
	British.	Foreign.	British.	Foreign.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cape Town	4,174 10 0	60,620 0 0	19,624 0 0	16,026 0 0
Port Elizabeth	200 0 0	11,934 0 0	620 0 0	16,026 0 0
Total(b).....	4,374 10 0	72,554 0 0	620 0 0	35,650 0 0

(a) "Consular Returns—Navigation."

(b) Imports by foreign whaling vessels at Port Simons Town, £349.

Of the above exports, colonial, £34,307; not colonial, £1,963; total, £36,270.

Of imports, duty collected, from United States, £7,314 8s. 7d.; whaling, £21 15s. 3d.; total, £7,336 3s. 10d.

An account of the number and tonnage of vessels entered inwards and cleared outwards from and to the United States and (America) whaling in the year ended January 5, 1852, with the number of men navigating them.

PORTS OF COLONY.	INWARDS.											
	United States.						Whaling.					
	British.			Foreign.			British.			Foreign.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
Cape Town	2	473	23	20	6,051	274				3	663	65
Simons Bay										2	592	81
Port Elizabeth				4	982	37						
Total	2	473	23	24	7,033	311				5	1,255	146

PORTS OF COLONY.	OUTWARDS.											
	United States.						Whaling.					
	British.			Foreign.			British.			Foreign.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
Cape Town				12	3,242	162				3	648	70
Simons Bay				3	905	73						
Port Elizabeth	1	169	10	4	975	38						
Total	1	169	10	19	5,122	273				3	648	70

ST. HELENA.

GEORGE W. KIMBALL, *Commercial Agent.*

NOVEMBER 20, 1854.

I have the honor herewith to transmit a reply to the circular issued from the Department March 15, 1854, calling for a statement of the privileges and restrictions of the commercial intercourse of the United States with all foreign nations, in so far as it pertains to this consulate. You will see that, though its application to this island is very limited, the imports of the produce of the United States have increased within a few years, and the valuation of oil and bone transhipped has arisen from the great facilities granted by the colonial government to the American whaling fleet.

The average aggregate value of imports at this island from the United States are: For the year 1851, \$6,429; for the year 1852, \$8,377; for the year 1853, \$30,809; for the six months ending 30th June, 1854, \$12,254. Value of oil and whalebone transhipped by American vessels to the United States, \$16,525.

Previous to September 1852, there were duties levied on every article, but since then, *only* on wine, spirits, and beer, all other goods simply paying a wharfage.

ANSWERS.

FIRST SERIES.

1st. The treaties are adhered to in every point, as far as they affect this colony.

2d. Dependent on both, but the legislation sanctioned by the mother country. The taxation can be levied without authority of the home government, this being a crown colony. The regulations are fixed.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States ; but, on the other hand, there are privileges granted *solely* to vessels of the United States, such as the reduction of custom charges on the transhipment of oil, whalebone, and empty oil casks, as per proclamation of September, 1853, and the remission of port charges to whaling vessels calling here within three months after their first arrival, as per Notice of July, 1854, (see copy annexed), which accommodations have had their effect in the increase of the American fleet at this port.

4th. The port charges are levied alike on all foreign vessels as on British. There are no charges on national vessels, either British or foreign, and all are alike furnished with water free of charge.

5th. It is allowed, and on the same footing with British vessels.

6th. Precisely the same as those established by the supreme law of the mother country.

SECOND SERIES.

1st, 2d, and 3d. There are no exports from this island.

4th. There is no Chamber of Commerce, and the rates of exchange depend on the parties agreeing ; generally, however, they are private bills and are taken at par ; the commissariat, however, charges $1\frac{1}{2}$ per cent.

5th. There are no duties except on wines, spirits, and beer ; only a wharfage tax on all goods landed from Great Britain or any foreign country.

6th. There are none.

7th. See table annexed.

There are no price current sheets issued, the market being unstable ; and the supplies from abroad (almost entirely from England) being irregular, everything, as a general thing, bears a high value.

“ NOTICE.—I would hereby give notice to the American whaling fleet, that after once entering this port and paying the custom fees, they may return to the island at any time or times, within three months, *for water or any other supplies whatsoever, without being subject to the payment a second time of the tonnage or other custom fees ; and that every facility will be given for the accommodation of the fleet.*”

“———, *United States Commercial Agent.*

“ JULY 4, 1854.”

Rates of wages in the various branches and occupations of labor.

Trades.	Wages per day.		Trades.	Wages per day.	
	From—	To—		From—	To—
Auctioneer	Commission at	5 per cent.	Jeweller	\$1 00	\$1 50
Barkeeper	\$1 00	\$1 50	Laborer	50	62
Blacksmith	1 25	1 50	Painter and glazier	1 25	1 50
Butcher	1 25	1 50	Plumber	1 25	1 50
Carpenter	1 00	1 50	Servant	50	75
Carpenter, ship	3 00	5 00	Shoemaker	75	1 25
Caulker	3 00	5 00	Tailor	1 00	1 25
Clerk	100 00	800 00	Tinker	1 00	1 25
	per annum.	per annum.	Turner	1 00	1 25
Cooper	1 00	1 25	Wheelwright	1 00	1 25
Drayman	50	75	Undertaker	1 25	1 50

NORTH AMERICA.

MONTREAL.

CANFIELD DORWIN, *Consul*.

NOVEMBER 1, 1854.

In reply to the circular from the Department of State at Washington, 15th March, 1854, I have the honor to reply: For the commercial regulations affecting the trade between this port of Canada and the United States, for the years 1851, 1852, and 1853, I beg to refer you to the pamphlet transmitted herewith, under title "Canada Customs Acts, Tariff, and Regulations."

ANSWERS.

FIRST SERIES.

1st. The treaties, as far as I know, between Great Britain and the United States, so far as respects Canada and the United States, are faithfully adhered to.

2d. The commercial intercourse between the United States and Canada is dependent on imperial and local legislation; the imperial being paramount.

3d. No privileges are allowed to other countries more than to the United States, and there are no other restrictions on the commerce of other nations than on that of the United States. Vessels of 200 tons and under, belonging to the province, and trading between any ports within the province, or between any ports in the province and any ports in the British North American colonies, are exempt of 1*d.* (2 cents) duty per ton.

4th. On steamboats measuring 50 tons and upwards, per ton, per day, four-fifths of a cent; on all other vessels of said tonnage two-fifths. On steamboats measuring under 50 tons, per day 40 cents; on all other vessels of said tonnage, the same.

5th. See pamphlet of "Customs Acts," page 66, clause 163; and page 67, clause 173.

6th. The money of England is sterling; that of Canada, Halifax currency, being one-ninth less than sterling, and by adding 9½ per cent. premium, it is brought to par value, being in accordance with the established usage of the colony.

Rule : To convert sterling into currency—to the given sum add one-fifth of itself and one-twelfth of that one-fifth. To convert currency into sterling, multiply by 60 and divide by 72.

The weights are the same as in the United States, excepting the ton and cwt. ; the Canadian ton being 2,240 lbs., and the cwt. 112 lbs., against 2,200 lbs. and 100 lbs. for the American weights of the same names, respectively.

SECOND SERIES.

1st. Average price current of exports from Canada to the United States from July 1, 1853, to November 1, 1854.(a)

The retail prices of produce are an advance on the wholesale prices of 20 per cent., and on merchandise of 50 per cent.

2d. Inland freight on produce and merchandise, \$2 to \$4 per 2,000 lbs. ; freight by St. Lawrence, \$1 50 per 2,000 lbs. ; freight on flour, beef, pork, and whiskey, from Montreal to Boston, Portland, or New York, *via* canals, \$4 per 2,000 lbs. Commission on produce and merchandise, with funds, $2\frac{1}{2}$ per cent. ; if drawn for, 5 per cent.

Insurance on flour, beef, pork, and whiskey, from Montreal to Boston, Portland, or New York, *via* canals, $\frac{3}{4}$ per cent. premium ; by railroad, $\frac{1}{4}$ per cent. premium. On ashes, grain, live stock, hemp, cement, and tobacco, *via* canal, $1\frac{1}{2}$ per cent. premium ; *via* railroad, $\frac{1}{2}$ per cent. premium. From port to port on Lake Erie, $\frac{8}{10}$ per cent. premium. St. Lawrence to Quebec, on imports : steamers, 1 per cent. premium ; other vessels, from $1\frac{1}{4}$ to 4 per cent. premium, varying with the season and class of vessel.

3d. The mode of sale is by private and public sale ; and the terms are, for all kinds of produce, cash ; and two, four, and six months on merchandise and manufactures.

4th. The true par of exchange between Montreal and the United States is par. The rate of exchange between Montreal and New York is one-half per cent. premium.

5th. No duty on exports from Canada to the United States. Duties on imports from the United States into Canada are set forth in the following table, in federal weights, measures, and currency.(b)

6th. There are no internal taxes upon any commodity imported from the United States.

7th. The wages of clerks vary from \$250 to \$1,600 a year ; overseers, \$400 to \$800 ; laborers, 75 cents to \$2 per day.

To the concluding paragraph of the instructions of the 15th March, requesting any further information that I may judge valuable, together with any suggestions that I might think beneficial to the commerce and navigation of the United States, I beg to be permitted to make the following reply :

* * * * *

I would also remark that I am of opinion that great advantage would accrue to the United States when the reciprocity treaty comes into operation, to have the canals which lie in connexion with the waters lying between the two countries, and more particularly in the empire State, thrown open to the Canadas ; it would have the double effect of stimulating and keeping the great and increasing trade between the two countries knit together in an indissoluble bond of amity, and greatly assimilate these colonies to one of the great western States ; in short, commercially annexing them, as well as producing great benefit that will necessarily accrue to

(a) Omitted.

(b) Omitted. — See "Comparative Tariffs," vol. II.

the United States by building up cities on the sea-coast, and increasing the revenue on the canals and the commerce to New York and other cities. There exist very great and inexhaustible resources of wealth in the United Canadas that are but very little or imperfectly known to the people of the United States, (I allude to the vast forests and timber lands,) which are of themselves sources of immense wealth as well as of vast importance to the United States, and which are beginning to attract the attention of enterprising citizens and capitalists of the United States.

This consulate being the first established at this port, embracing an extensive frontier, and everything being new, has caused research, and the task of compiling the above statistics and reports, more arduous and difficult than it otherwise might have been; but I hope it will be the means of opening the road to further investigation of easier accomplishment, should occasion require.

HALIFAX.

R. W. FRASER, *Consul*.

OCTOBER 16, 1854.

I have the honor of waiting on you with answers to the questions in "Circular to United States Consuls," requiring information for the House of Representatives, respecting the commercial intercourse of the United States with all foreign countries.

With reference to the trade between the United States and this province, I found that no separate returns had been kept of the imports, consequently I have had much difficulty, and have been put to a very heavy expense, to obtain the accompanying documents from the revenue department here, that being the only place where such information could be got. By these tables you will observe the imports of merchandise from the United States during the three years to have been:

In 1851,	£206,774	17s.	4d.	sterling	=	\$1,033,874	34
1852,	347,843	19	2	"	=	1,739,219	80
1853,	415,909	10	0	"	=	2,079,547	50

And that the duties during the same period on articles of the United States, domestic production and manufacture, amounted—

In 1851, to	£12,191	19s.	4d.	sterling	=	\$60,959	83
1852, to	11,778	9	11	"	=	58,892	47
1853, to	13,657	14	3	"	=	68,288	56

All the above are calculated at \$5 to the £1 sterling, which is the currency in use here.

ANSWERS.

FIRST SERIES.

1st. The treaties of commerce now in operation between the United States and Great Britain govern the trade in this dependency, and are always strictly adhered to.

2d. The present regulations depend partly on the home and partly on the provincial governments, the local legislature having the power to make such regulations from time to time as it may deem necessary. Those now in force are to be found in chapters 12 to 19, and 21, 53, 76, 77, 78, and 85, of the "Revised Statutes of Nova Scotia," a copy of which was forwarded to the department in January last.

3d. No privileges are permitted to the commerce of other nations which are denied to that of the United States, nor are any restrictions imposed on one and not on the other.

4th. The port charges levied on all vessels, British and foreign, are an annual charge of ten cents per ton. For light-house dues, see chapter 21 Revised Statutes, and pilotage, chapter 78.

5th. Transshipment of goods in vessels of the United States or any other foreign nation is not allowed from one port to another of the province, but no restriction exists to their carrying goods to any place beyond its limits.

6th. The gold and silver coins in common use are the same as those of Great Britain, with an increase of twenty-five per cent., to bring them to the legal currency of the province; thus, the sovereign, or pound sterling, passes current for twenty-five shillings; crown, half crown, and shilling, &c., in the same proportion.

The measures in common use are the English wine measures, and the Winchester measures.

SECOND SERIES.

1.—Wholesale prices of commodities exported to the United States for the year beginning July 1, 1853, and ending June 30, 1854, inclusive.

Months.	Salmon.		Mackerel.			Pickled half-but.	Herring.	Alewives.	Dry fish.		
	No. 1.	No. 2.	No. 1.	No. 2.	No. 3.				Cod.	Scale.	Fish oil.
	Per bbl.	Per bbl.	Per bbl.	Per bbl.	Per bbl.	Per bbl.	Per bbl.	Per bbl.	Per qtl.	Per qtl.	Per gal.
July				\$7 00	\$6 00		\$2 50				
August	\$13 50	\$12 50	\$10 00	8 00	6 00	\$3 00	2 50	\$3 00	\$2 80	\$1 80	
September	13 50		10 00	8 00	6 00	3 00	2 40	3 00			\$0 45
October	13 50	12 50	10 50	8 50	6 50	3 00	2 40	3 00			
November			10 50	9 50	7 00	2 50	2 70	3 00	2 50		
December	14 00		10 50	9 00	8 00	3 00	2 90	2 90	2 50	2 00	46 $\frac{3}{4}$
January	14 00		11 25	10 00	7 50	3 00	2 80	3 00	2 60	2 00	
February			12 00	10 50	7 50		2 60		2 90		48 $\frac{1}{2}$
March			12 00	11 00	7 50	3 00	2 50	3 00			
April			12 00	11 00	7 75						
May			12 00	11 00	6 50	3 00	2 50				
June	13 00		11 50	10 00	6 50	2 50	2 45	2 75	2 80		46 $\frac{3}{4}$

There are so many qualities of the same fish that it is scarcely possible to give a correct idea of prices; those given above are for the best qualities. During the twelve months quantities of small mackerel have been exported, averaging four dollars per round and five dollars for split fish; with the exception of herring, very few of these articles are retailed in the province. The retail price of herring is from \$3 50 to \$4 per barrel. Gypsum, or plaster of Paris, which is shipped in considerable quantities, chiefly from Windsor, costs on shipboard 50 to 75 cents per ton of 2,240 lbs. Coal for the United States is shipped direct from the mines at Sydney, Pictou, and the Joggins, at the following rates:

From Sydney from July 1, 1853, to 30th June, 1854.....	\$3 60 per chaldron.
From Pictou from July 1, 1853, to 31st December, 1853.....	3 10 “
From Pictou from July 1, 1853, to 30th June, 1854.....	3 50 “
From the Joggins from July 1, 1853, to 30th June, 1854....	3 60 “

The weight of the chaldron ranges from 28 to 31 cwt., that of Pictou being the heaviest. Slack coal is also shipped in considerable quantities—that from Pictou at two dollars per chaldron, and from Sydney and Joggin mines at \$1 10 and \$1 20 respectively. (*a.*)

Cord or firewood is largely exported from the ports along the coast to the United States at a cost last year of \$2 per cord. This year, I am informed, none has been shipped for less than \$2 50, and latterly \$3 per cord; retail price at Halifax, 1853, \$3 50 to \$3 60; 1854, \$4 to \$4 50. Wood knees for ship-building have been shipped in some quantities at \$2 each for sizes averaging 8 inches, and a reduction of 20 cents for each inch under, and a like addition for each inch over, the average. Sawed lumber, in small quantities, has been shipped, but none that I am aware of prior to 30th June, 1854. Many cargoes of potatoes were shipped from the western ports, costing, I believe, from forty to sixty cents per bushel.

2d. Insurance during the year to ports from Virginia to Maine average one per cent.; a half per cent. additional is charged in the winter months to Pennsylvania and further south. Freights to ports from Maine to Virginia range from twenty-five to fifty cents per barrel. A commission of two and a half per cent. is usually charged.

3d. The usual mode of selling is by private contract on terms generally of three months' credit; sometimes a longer credit is allowed; cash payments only when specially provided for. Public auction is a favorite mode at this port. Brokers are sometimes used, but is an exception to the usual mode.

4th. The par of exchange is $4\frac{1}{2}$ per cent.; the Mexican and Spanish dollar being current by an act of the provincial legislature, (chapter 83 Revised Statutes,) at 5s. $2\frac{1}{2}d.$, or \$1 $4\frac{1}{2}$ each. The rate of exchange during the twelve months ranged from 2 to $3\frac{1}{2}$ per cent.

5th. No export duties whatever exist. For duties on imports, see tariff herewith; also, chapter 12 of Revised Statutes.

6th. There are no internal taxes.

7th. Remuneration for personal services in commerce and trade ranges from £40 to £150 per annum. Mechanics, say house carpenters, joiners, &c., from July 1, 1853, to June 1, 1854, ninety cents to a dollar per day; after June 1, 1854, they received \$1 50 a day. Shipwrights, to December 1, 1853, \$1 50; from December 1, 1853, to 1st July, 1854, \$1 75 to \$2 per day. Day laborers, up to June 1, 1854, were paid sixty, and sometimes seventy, cents a day. Since the 1st June, 1854, they have received \$1 a day.

(*a.*) In reference to the coal trade of Nova Scotia, Consul General Andrews, in his report on the "Trade and Commerce of the British North American Colonies," says: "The principal exportation of coals from Nova Scotia and Cape Breton is to ports in Massachusetts and Rhode Island, with a small quantity to New York. Many American vessels in this trade, especially since the change in the navigation laws, obtain freights for Nova Scotia, Newfoundland, the French island of St. Peter, Prince Edward's Island, and the New Brunswick ports on the Gulf of St. Lawrence, and load with coal as their return cargo. One hundred chaldrons of coal, Pictou measure, are equal to 120 chaldrons, Boston measure. The usual freight from Pictou to Boston is \$2 75 per chaldron, Boston measure. To this must be added, insurance, 2 per cent., and commission, $2\frac{1}{2}$ per cent. Anthracite coal does not exist in any of the colonies; and they bid fair to become consumers of Pennsylvania anthracite, the importation of which has already commenced to some extent in New Brunswick for steamboats and foundries. Under liberal arrangements on both sides, the consumption of anthracite coal would greatly increase in the colonies, and even in Nova Scotia, it being for many purposes better fitted and more economical than the bituminous coal of that colony."

Statement showing the amount of duties collected from articles the growth, production, or manufacture of the United States, imported into the Province of Nova Scotia, for the year ending the 31st December, 1851.

(Official.)

Articles.	Quantity.	Rate of duty.	Amount of duties.	
			£	s. d.
Apples barrels	275	4s. per bbl.....	55	0 0
Butter cwt.	6 0 24	8s. per cwt.....	2	9 9
Beef do.	48 2 10	6s. per cwt.....	14	11 7
Crackers do.	182 3 20	3s. 4d. per cwt.....	30	15 4
Candles, tallow pounds	14,049	1d. per lb.....	58	10 9
Candles, sperm and composition do.	1,500	3d. per lb.....	18	15 0
Cheese cwt.	97 1 4	5s. per cwt.....	24	6 6
Clocks, (value under 20s. each) number	438	5s. each.....	109	10 0
Clocks, (value over 20s. each) do.	11	10s. each.....	5	10 0
Chocolate pounds	397	1d. per lb.....	1	13 1
Flour barrels	77,938½	1s. per lb.....	3,896	18 6
Hams cwt.	62 3 12	9s. per cwt.....	28	5 9
Lard do.	187 1 26	8s. per cwt.....	74	19 10
Leather, sole pounds	128,413	1d. per lb.....	535	1 0
Leather, upper do.	2,975	2d. per lb.....	24	15 10
Onions cwt.	1,050 0 0	2s. 6d. per cwt.....	131	5 0
Pigs number	5	2s. each.....	10	0
Pork cwt.	1,962 2 8	6s. per cwt.....	588	6 8
Tobacco pounds	328,100	1½d. per lb.....	2,050	12 6
Value of goods subject to ad valorem duties.....	£79,271 11 0	2½, 6¼, 10, & 20 per ct.	4,540	2 3
			12,191	19 4

Statement showing the amount of duties collected from articles the growth, production, or manufacture of the United States, imported into the Province of Nova Scotia, for the year ending the 31st December, 1852.

(Official.)

Articles.	Quantity.	Rate of duty.	Amount of duties.	
			£	s. d.
Apples barrels	500	4s. per bbl.....	100	0 0
Beef cwt.	241 1 20	6s. per cwt.....	72	8 8
Candles, tallow pounds	8,400	1d. per lb.....	35	0 0
Candles, sperm and composition do.	2,540	3d. per lb.....	31	15 0
Cheese cwt.	139 0 0	5s. per cwt.....	34	15 0
Chocolate pounds	367	1d. per lb.....	1	10 7
Clocks, (value under 20s. each) number	394	5s. each.....	98	10 0
Clocks, (value over 20s. each) do.	48	10s. each.....	24	0 0
Crackers cwt.	166 0 0	3s. 4d. per cwt.....	27	13 4
Flour barrels	59,846½	1s. per bbl.....	2,992	6 6
Hams cwt.	4 1 25	9s. per cwt.....	2	0 4
Lard do.	184 1 14	8s. per cwt.....	73	15 0
Leather, sole pounds	103,975	1d. per lb.....	433	4 7
Leather, upper do.	2,480	2d. per lb.....	20	13 4
Onions cwt.	1,500 0 0	2s. 6d. per cwt.....	187	10 0
Pork do.	686 0 0	6s. per cwt.....	205	16 0
Tobacco pounds	308,211	1½d. per lb.....	1,926	6 5
Value of goods subject to ad valorem duties.....	£97,110 0 0	2½, 6¼, 10, & 20 per ct.	5,511	5 2
			11,778	9 11

Statement showing the amount of duties collected from articles the growth, production, or manufacture of the United States, imported into the Province of Nova Scotia, for the year ending December 31, 1853.

(Official.)

Articles.	Quantity.	Rate of duty.	Amount of duties.
			£ s. d.
Apples barrels.....	199½	4s. per bbl.....	39 18 0
Beef..... cwt.....	134 0 12	6s. per cwt.....	40 4 8
Candles, tallow pounds.....	10,040	1d. per lb.....	41 16 8
Candles, sperm and composition..... do.....	2,450	3d. per lb.....	30 12 6
Cheese..... cwt.....	52 2 0	5s. per cwt.....	13 2 6
Chocolate pounds.....	681	1d. per lb.....	2 16 9
Clocks, (value under 20s. each) number.....	353	5s. each.....	83 5 0
Clocks, (value over 20s. each) do.....	21	10s. each.....	10 10 0
Crackers cwt.....	177 3 3	3s. 4d. per cwt.....	29 12 7
Flour barrels.....	48,880¾	1s. per Lbl.....	2,444 0 9
Hams cwt.....	22 2 8	9s. per cwt.....	10 3 2
Lard do.....	115 2 14	8s. per cwt.....	46 5 0
Leather, upper..... pounds.....	3,140	2d. per lb.....	26 3 4
Leather, sole do.....	95,284	1d. per lb.....	397 0 4
Onions cwt.....	1,459 0 0	2s. 6d. per cwt.....	182 7 0
Pork do.....	942 2 20	6s. per cwt.....	282 16 2
Tobacco pounds.....	363,683	1½d. per lb.....	2,273 0 5
Value of goods subject to ad valorem duties.....	£126,340 0 0	2½, 6½, 10, & 20 per ct.	7,698 19 5
			13,657 14 3

ST. JOHN'S, (N. F.)

W. S. H. NEWMAN, *Consul.*

SEPTEMBER 2, 1854.

I have the honor to forward the information, so far as obtained, sought by the department in circular of March 15, which reached me on the 10th of July last, and to express regret at my inability to send an earlier reply.

ANSWERS.

FIRST SERIES.

1st. This colony being a dependency of the crown, it has no power to make treaties; but such as are in force between the government of Great Britain and the United States are honorably carried out.

2d. The commercial intercourse between the United States and this colony is dependent on imperial arrangement. The local legislature enacts all fiscal laws, which are passed annually, and operate alike on the imports from Great Britain and from foreign ports.

3d. In respect to commercial privileges, all foreign States are on the like footing. The coasting trade is reserved for British shipping.

4th. The port charges levied on ships of all nations are: Light dues 6d. or 10 cents per ton, payable only once a year; and pilotage as follows:

Under 80 tons.....	£2 0s. or \$8 00
80 to 130 tons.....	2 10 or 10 00
130 to 180 tons.....	3 00 or 12 00
180 to 230 tons.....	3 5 or 13 00
230 to 300 tons.....	3 10 or 14 00
300 and upwards.....	4 00 or 16 00

Coasters half the above rates.

Ships of war.

Under 6th rate.....	£2 10s. or \$10 00
4th, 5th, and 6th.....	3 10 or 14 00
Of the line 1st, 2d, and 3d.....	20 00

Boat assistance, (all vessels,) under ordinary circumstances, \$1 per man.

5th. Goods may be transhipped in United States vessels to any place out of this colony without restriction of any sort.

6th. The weights and measures are the same as in England. The moneys are in a great degree the same, namely: sovereigns, with Spanish and Mexican dollars, which, however, are now fast disappearing; the current value of the sovereign is 24 shillings, equal to \$4 80, and of the dollar 5 shillings, or 100 cents.

SECOND SERIES.

1st. The average wholesale prices of the exports to the United States since July 1, 1853, have been as follows: Seal oil, 60 cents per gallon; cod oil, 55 cents per gallon; cod fish, \$2 50 per quintal; herrings, \$2 40 per barrel. Salmon, not quoted above, varies from \$12 to \$20 generally for the tierce of 310 pounds. These articles are rarely sold at retail in this market.

2d. Insurance, 1 to 2½ per cent., according to the season. Freight, \$5 per ton. Commission, 2½ per cent.

4th. The average rate of exchange was 4 to 5 per cent. discount from this colony to the United States. The true par of exchange is 2 per cent. The duties are on imports from all countries alike, as follows: Bread, 6 cents per bag of 112 lbs.; flour, 35 cents per barrel; pork, 72 cents per barrel; beef, 48 cents per barrel; butter, 48 cents per cwt.; manufactured tobacco, 4 cents per lb; tea, 6 cents per lb. On all unenumerated goods 5 per cent. *ad valorem*, and in this port an additional duty is levied of 10 per cent. *on the duties* above, (a).

6th. There are no internal taxes on goods of any kind.

7th. Rates of wages: House carpenters, \$1 20 per day; ship carpenters, \$1 50 per day; masons, \$1 50 per day; coopers, \$1 25 per day; laborers, 60 cents per day.

During the active part of the fishing season good fishermen receive in many cases \$1 per day, with board. Clerks receive from \$100 to \$600 per annum, with board; the latter being the salary of a chief clerk in a good mercantile house.

PICTOU.

B. HAMMETT NORTON, *Consul*.

MAY 11, 1855.

In compliance with your direction, I hasten to reply to your circular of March 15.

The value of exports from the United States to the port of Pictou, for 1851, was \$33,408; for 1852, \$81,988; for 1853, \$83,148.

(a) The reciprocity treaty was accepted by Newfoundland, November 14, 1855.

ANSWERS.

FIRST SERIES.

1st. The treaty between the United States and England operates in this province.

2d. The commercial intercourse of the United States with this province is principally dependent on local legislation, and is liable to change by acts of the provincial parliaments.

3d. There are no privileges granted to the commerce of other nations not enjoyed by the United States.

4th. The amount of port charges are the same on national vessels as on those of the United States, and are as follows, viz:

Pilotage.—Vessels 80 tons and under 140, \$6; 140 tons and under 240, \$8; 240 tons and under 300, \$10; 300 tons and upwards, \$12; and on all vessels under 80 tons, 5 cents per ton.

If a pilot hails a vessel and is not taken, and there should be no pilot on board, half pilotage shall be paid. The master of any vessel approaching the harbor, when hailed within a reasonable distance by a licensed pilot, with his flag flying, shall shorten sail, haul to, or use other means, as circumstances may permit, to facilitate the pilot's boarding, under a penalty of \$8.

Harbor dues.—Two cents per ton.

Light dues.—All vessels coming into the province must pay a fee of ten cents per ton, for which a receipt is given, dated the 1st of April, and extending to the 31st of March next following.

5th. The transshipment of goods in vessels of the United States from one port to another in this province is not allowed.

6th. The pound currency here is equivalent in value to four Spanish or United States silver dollars, with four per cent. premium.

SECOND SERIES.

1st. Coal is the principal article of export from this portion of the province of Nova Scotia; the wholesale price delivered on board vessels is \$3 75 per chaldron of 36 bushels.

Mackerel.—The price of this article is constantly changing, and it is impossible to fix either a wholesale or retail value.

2d. The rates usually charged upon exports to the United States are: insurance, $1\frac{1}{2}$ per cent.; freight, from \$2 to \$2 50 American chaldron; commission, $2\frac{1}{2}$ per cent.

3d. The modes and terms of sale, cash at sixty days.

4th. The rates of exchange from 2 to 4 per cent.

5th. Duties on imports from the United States, $6\frac{1}{4}$ per cent. on invoice previous to the reciprocity treaty.

6th. There are none.

7th. The rates of wages in the various branches and occupations of labor are from \$1 to \$1 50 per day. The merchant charges $2\frac{1}{2}$ per cent. for disbursing, and $2\frac{1}{2}$ per cent. for guaranteeing.

PRINCE EDWARD'S ISLAND.

The average aggregate value of imports to Prince Edward's Island from the United States, for the years 1851, 1852, and 1853, was \$129,552 56; and the duties paid thereon, \$11,850 80.

The tariff is the only regulation affecting or influencing the commerce between the United States and Prince Edward's Island, a copy of which, for the years 1851, 1852, and 1853, I beg to transmit herewith.

ANSWERS.

FIRST SERIES.

1st. No special treaty of commerce exists.

2d. Commercial intercourse depends on local legislation ; existing regulations are temporary, and are liable to change by the authority of local legislation.

3d. The privileges permitted to the commerce of the United States are the same as those to other nations.

4th. Amount and character of port charges levied on vessels of the United States as on those of national vessels are, for light and anchorage, 8 cents per ton ; wharfage, about 30 cents per 100 tons per day ; health officer, about \$1 per 100 tons.

5th. Transhipment of goods in vessels of the United States is not permitted from one port to another of the same colony ; but it is from any port in this colony to any port or ports in any other colony or country.

6th. Weights same as those of mother country. Gallon measure one-sixth smaller, and same as United States measure. The £ sterling equal to £1 10s. 0d. Prince Edward's Island currency, or \$4 80 of United States currency.

The tabular representation of commodities exported, together with prices and other required information, I subjoin :

Tabular statement of exports from P. E. Island, showing prices of each commodity, and of shipping charges thereon, for the year commencing July 1, 1853.

Articles.	Wholesale prices.	Retail prices.	Measure and weight.	Freight.
Barley	\$0 64	\$0 70	Per bushel.	\$0 9
Oats.....	40	48	do	8
Potatoes.....	40	48	do	12½
Turnips.....	12½	16	do	14
Codfish.....	2 50	3 00	Per quintal.	25
Hake.....	1 25	1 75	do	25
Herring.....	1 50	2 00	Per barrel.	40
Alewives.....	2 00	2 50	do	40
Mackerel.....	5 to \$10	6 to \$12	do	40
Pork.....	13 00	15 00	do	40
Beef.....	7 00	9 00	do	40
Timber.....	2 00	2 50	Per ton.	4 00
Knees—juniper.....	8	10	Per inch.	6

Export duty on juniper knees, 16 cents each ; insurance, 2½ per cent. ; commission, 5 per cent. ; terms of sale cash.

Average rate of exchange, \$3 33 per £, P. E. I. currency. True par of exchange, \$3 20 per £, P. E. I. currency.

Wages of mercantile clerks, \$20 per month ; wages of mechanics, \$18 ; wages of seamen, \$16 ; wages of laborers, \$12.

WEST INDIES.

KINGSTON, JAMAICA.

ROBERT M. HARRISON, *Consul*.

MAY 31, 1854.

I have the honor to acknowledge your despatch of the 15th of last March, wherein you stated that, by a resolution of the House of Representatives, the Department of State had been called upon for certain statements as therein set forth, and I now beg to wait on you with the following, viz: copies of reports from the collector and comptroller of her Britannic Majesty's customs, with a summary of the average aggregate value of exports for the years 1851, 1852, and 1853, annexed; the revenue laws passed in this island in the years 1851 and 1853—none for 1852, the tariff having been lost in that year from differences between the various branches of the legislature; and the act for a duty of $2\frac{1}{2}$ per cent. on imports. The commercial regulations, beyond those by treaty, are, that American vessels coming to this island may have on board inadmissible articles, if entered for export, provided these be really kept on board; moreover, the cargo of an American vessel may be delivered at various ports in the island. Complaints have been made to me that similar privileges are not extended to British vessels in the United States.

ANSWERS.

FIRST SERIES.

1st. The treaty of commerce between the United States and Great Britain is faithfully adhered to, except that, in my opinion, the trade between the United States and this colony should have the privilege granted to vessels trading between the tropics, which vessels are charged with tonnage dues only once in each six months. In this trade the vessels of the United States have equal benefit with British vessels. I consider, also, that vessels of the United States should not be subject to the dues for light-houses, as vessels from this colony pay no such charge in the United States.

2d. Partly on both, inasmuch as the general laws and treaties of the British empire affect the privileges of navigation, and the colonial laws fix the rates and duties on the vessels and cargoes. The present laws of the colony, affixing a duty on tonnage and imports, are temporary, and subject to change; but, from the end of this year, it is arranged with the mother country that there shall then be acts passed for a continuance of years, or without limit.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States but the particular trade between the tropics, which is not confined to the vessels of any nation that has the advantage before named. The commerce of those nations not having any treaties of reciprocity are subject to greater duties on tonnage of vessels and restrictions, as their vessels are only admissible at particular ports, and are only suffered to import articles of the growth and produce of the country to which they belong; such nations are not permitted to have a consul resident in the colony.

4th. The port charges and other duties, levied on vessels of the United States, and of all other nations having treaties of reciprocity, were set forth in the report furnished from this consulate, under date of 26th of last month.

5th. Transshipment of dutiable or other goods is not permitted from any but coasting vessels, and these only of the produce of the island, after due entry and payment of export duties.

6th. The same, except that articles sold by weight are charged by the 100 pounds, instead of

112 pounds. Dye-woods, coals, and some other articles, are, however, sold by the ton, of 2,240 pounds.

SECOND SERIES.

1st. For wholesale prices, see prices current from July 1st; retail prices cannot be had.

2d. Insurances are almost invariably made in the United States or Great Britain. Freight has varied so much within the period named it is impossible to state an average rate. Commissions are charged generally at $2\frac{1}{2}$ per cent. on the purchase of exports to the United States, if with funds in hand, or 5 per cent. if otherwise, to include the drawing of bills; but frequently there are particular agreements made for doing business which may affect this charge, particularly when the export is made as a remittance for imported goods sold on commission.

3d. The exports from this island to the United States are sometimes sold at auction, but more commonly by private sale, and sometimes for cash, at other times payable by an approved note or acceptance, at 60 days, on which the purchaser, at times, is charged the bank discount.

4th. The rates of exchange on the United States depend altogether upon agreement, and the business is so limited that no market rate can be quoted. It is generally calculated upon the dollar, at the rate of 4s., on which the premium or discount, if either, is stated. The quantity of American gold now brought here, the value of which is fixed by a royal proclamation at $2\frac{1}{2}$ per cent. advance on the 4s., except the dollar price, at $2\frac{1}{8}$, is now considered to be the par; but the demand for money here, or for remittances to the United States, fixes the rate at which this gold sells in advance thereof.

5th. The tariff and the duties on exports are stated in the book forwarded from this consulate last month.

6th. No internal taxes are laid on any of the commodities exported from this island except on rum, the whole of which tax is saved by exportation.

7th. The rates of wages in the various occupations have to be classed as follows:

In the cultivation of estates, what is termed a day's labor is paid for at the rate of one shilling to one shilling and six pence, regulated by various circumstances; but, as the day's labor usually produces but small results, where the planter can make any arrangement with the laborer the work is done by the job; that is, by the acre, cart-load, or otherwise, by which, generally, the laborer can obtain a much better remuneration, and the work of the planter progresses more favorably. In this way, also, the mines now in operation are carried forward, either at the rate of 1s. 6d. or 2s. per day, or by the fathom, according to the difficulty of the ground. The principal difficulty, particularly with the planter, is to obtain continuous work. The old people, who were accustomed to labor as slaves, are disappearing; and the present race, who were in the first instance taken from labor by too sudden an emancipation, afterwards had such a high rate of wages during the time of protection, that they are now indisposed from taking what can be given in these days of free trade and competition.

A custom-house return of the value of goods exported to the United States of America from the Island of Jamaica during the year ended January 5, 1852.

Goods, the produce of Jamaica.....	£83,778	15s.	3d.
“ “ of United Kingdom.....	2,638	8	2
“ “ of British colonies and foreign goods.....	260	16	10
Goods from the bonded warehouses.....	426	8	2
Total	87,104	8	5

A custom-house return of the total value of goods imported from the United States of America into the Island of Jamaica, during the years ending January 5, 1853, and January 5, 1854, in vessels of all nations.

Years ending—	Value of goods delivered from the ship.	Value of goods delivered from the warehouse.	Total value of goods, &c.
January 5, 1853.....	£146,831 5 11	£96,440 11 8	£243,271 17 7
January 5, 1854.....	230,384 12 9	37,694 5 8	268,078 18 5

A custom-house return of the total value of goods exported to the United States of America during the years ended January 5, 1853, and January 5, 1854, in vessels of all nations.

Value of goods exported year ended 5th January, 1853.....	£66,324 2s. 1d.
“ “ “ 5th January, 1854.....	92,903 6 5

Total value of goods exported for two years	<u>159,227 8 6</u>
---	--------------------

NASSAU, N. P.

JOHN F. BACON, *Consul*.

MAY 26, 1854.

In reply to the “circular to United States consuls” of March 15, I have the honor to state that the enclosed tariff, marked “Document A,” was in operation for the years 1851, 1852, and 1853, and, on a careful examination of the laws passed by the colonial legislature for those years, I do not perceive any alteration of the same. It will be perceived, by reference to “Document C,” hereafter referred to, that another tariff has been adopted, and which went into operation the 1st of April last, materially reducing the duties on provisions, which are almost entirely imported from the United States.

ANSWERS.

FIRST SERIES.

1st. The treaty between the United States and Great Britain, as far as this consulate is concerned, has been faithfully adhered to.

2d. The commercial intercourse of the United States with this consular district is dependent both on the regulations of the mother country and the colony. In the year 1848, by an act of the Imperial Parliament entitled “An act to enable the legislatures of certain British possessions to reduce or repeal certain duties or customs,” this colony was authorized to repeal such of the duties levied by Parliament as they should deem proper, and to substitute colonial duties. This the colonial legislature soon did, and the duties contained in “Document A” were established, and includes imports of every description. The imperial custom-house was thereupon abolished, the officers transferred or placed on retiring pensions, and an officer appointed, designated “the comptroller of the customs and navigation laws,” whose duties are defined in Document B. With the exception, therefore, of duties, tonnage, and harbor fees, the regulations depend upon the mother country, and are indefinite, while the acts of the local legislature, in reference to duties, are for a definite period of five years. All laws, however, passed by the colony must have the assent of the Queen.

3d. There are no privileges in this consular district permitted to the commerce of other nations which are denied to the United States.

4th. The following are the port charges on vessels of the United States, to wit:

Entrance fees on all vessels.....	\$3 00	Clearance fees on vessels of 100 to 150 tons.....	4 80
Clearance fees on vessels of 30 tons.....	1 20	Clearance fees on vessels of 150 to 200 tons.....	6 00
Clearance fees on vessels of 30 to 60 tons.....	2 40	Clearance fees on vessels of 200 to 250 tons.....	7 20
Clearance fees on vessels of 60 to 100 tons.....	3 60	Clearance fees on vessels of 250 to 300 tons.....	8 40

And on every ten tons over these rates 24 cents additional.

Anchorage fees on vessels of 100 tons.....	\$1 20	Anchorage fees on vessels of 150 to 200 tons.....	3 00
Anchorage fees on vessels of 100 to 150 tons.....	2 40	Anchorage fees on vessels of 200 and upwards.....	4 80

Tonnage duty 24 cents per ton on the registered tonnage of each vessel. Pilotage on vessels drawing from 6 to 18 feet from \$3 to \$26 40, and \$1 20 on every foot over 18 feet. There are no charges on national vessels, with the exception of pilotage.

5th. The transshipment in vessels of the United States of goods either to another port in the same country or to a foreign port is permitted, with no restrictions.

6th. The moneys, weights, and measures known and in common use in this consular district are the same as established by the supreme law of the mother country, as far as concerns the levying of duties. The pound sterling is \$4 80.

Duties are levied on the imperial measure, but the measure as established in the United States is used in the commerce and trade of this consulate, which makes a deduction of one-sixth on the common measure. The imperial weights are also used for levying duties, which makes the same difference in favor of the weights as established in the United States, and which are also used in the commerce and trade of this colony.

SECOND SERIES.

1st. The product of the Bahama Islands consists of fruit, (principally oranges and pine apples,) salt, sponges, dye-woods, and shells. These constitute all the exports, with the exception of goods which have been wrecked and damaged, as no goods are manufactured here of any description.

Wholesale price of salt from 1st July....	15 cents per bushel.
Retail.....do.....do.....do.....do.....	50 “ “
Wholesale....do....pine apples.....do.....	50 “ per dozen.
Retail....do.....do.....do.....do.....	62½ “ “
Wholesale....do.....oranges.....do.....	\$8 00 “ per thousand.
Retail .....do.....do.....do.....do.....	\$10 to 11 “
Wholesale....do.....sponges.....do.....	Average 15 “ per pound.

Sponges, dye-woods, and shells are not retailed in quantities sufficient to establish a retail price. Sponges are principally shipped to England and France by the way of the United States.

The following is the value of the exports, the growth and produce of the Bahamas for the year 1853:

Bark.....	\$470 40	Turtle.....	2,620 80
Beeswax and honey.....	302 40	Tortoise shell.....	2,836 80
Dye and other woods.....	2,798 40	Sponge.....	75,000 00
Fruit.....	9,408 00		
Hides and horns.....	297 60		155,932 80
Queen, conch, and other shells...	4,660 80		
Salt.....	57,537 60		

2d. There are no insurance companies or agencies in this colony. Insurance is mostly made in the United States. Commission for purchasing a cargo is 5 per cent. ; freight 50 cents per barrel, and at that rate.

3d. All purchases are made for cash.

4th. There is no difference in the rate of exchange between this colony and the United States.

5th. There are no duties on exports to the United States. There is an ad valorem import duty of 15 per cent. on dry goods, hardware, crockery, &c. The exceptions are principally a specific duty on provisions.

6th. No internal taxes are levied upon anything either in a crude, partially manufactured, or complete state.

7th. Laborers about warehouses, lightering goods, &c., 75 cents per day. Ship carpenters, \$1 25 per day. No price current sheets have ever been printed in this consular district.

This colony is so insulated, and, since the abolition of slavery, so deteriorated in almost every respect, that nothing now occurs to me of the least moment to suggest that may be beneficial to the commerce of the United States. It is almost entirely dependent on the United States for the necessities of life, there being very little comparative intercourse by sailing vessels with the mother country.

BARBADOES.

W. E. HYTER, *Acting Consul*.

SEPTEMBER 23, 1854.

I have the honor to transmit herewith replies to the queries proposed in the circular dated Washington, 15th March, 1854, in relation to the commerce and intercourse of the United States with this consulate, together with such other documents and information as I deemed best calculated to convey the information required. In reference to the account of the importations from the United States, and the duties levied thereon for nine months, from the 5th of July, 1853, to the 5th of April, 1854, inclusive, it has been compiled with great difficulty, as I find that the customs department is the only office in which a statistical record is kept; but even here the imports from, and the exports to, the various countries are not classified; but all goods not British are denominated foreign. Under these circumstances it is impossible to furnish the department with a correct return of American productions, their value, and the duties levied thereon. I am, however, of opinion that the return now sent is a fair average one.

ANSWERS.

FIRST SERIES.

1st. The spirit of the convention of commerce, signed at London, in 1815, is still strictly and faithfully adhered to.

2d. By an act of imperial Parliament, in the years 1846-'47, it was enacted "that if the legislature of any British possessions abroad, &c.," (see preamble of bill entitled "An act to regulate the trade of the island," now forwarded, passed on 23d July, 1852, where it will also be seen, in section 53 of same act, that it shall continue in force for a period of three years from its commencement, April 6, 1853.)

3d. There are not in either case, all foreign intercourse being on the same footing here.

4th. They are equalized; *vide* answer to No. 12 in queries No. 3, circular of October 8, 1853. (a)

(a) "Consular Returns—Navigation."

5th. *Vide* answers to question No. 10 in queries No. 3 of same circular.

6th. The moneys current here are principally English coins. The weights are the same as those in use in the mother country, with this exception, that goods are sold here by the hundred pounds instead of the hundred weight (or 112 pounds.) The measures, both liquid and dry, are of the same capacity as those in the United States, being one-fifth less than the imperial measures in use in Great Britain.

SECOND SERIES.

1st. There is no export duty on any article shipped from this port.

2d. Insurance.—Articles shipped hence to the United States are insured in the United States, there being no marine insurance at this port.

3d. These vary, and cannot be arrived at.

4th. Exchange table, showing rates, &c., is herewith forwarded.

5th. No export duty of any kind extant here. I forward a summary of imports from the United States, and the duties levied thereon, for nine months.

6th. There are no taxes of any sort levied here, except import duties, a schedule of which is herewith forwarded.

7th. It is impossible to answer this query definitely, as all rates of wages vary according to circumstances.

An account of duties levied on imports from the United States, from July 5, 1853, to April 5, 1854.

Articles.	Quantities.	Description.	Value.	Rate of duty.	Am't of duty.
Bread-----	822, 974	Pounds-----		12 cents per 100 pounds--	\$987 56
Bricks-----	35, 000	-----		50 cents per 1, 000-----	17 50
Books-----			\$1, 550 82	3 per cent. ad valorem---	76 52
Butter-----	71, 243	Pounds-----		\$1 44 per 100 pounds---	1, 025 89
Cabinetmaker's wood-----			61 82	3 per cent. ad valorem---	1 84
Carriages-----	4		912 00	-----do-----	27 36
Candles, tallow-----	144, 032	Pounds-----		\$1 20 per 100 pounds---	1, 728 38
Cheese-----	70, 701	-----do-----		\$1 44 per 100 pounds---	1, 018 09
Cigars-----	10, 000		200 00	12 per cent. ad valorem---	24 00
Coffee-----	956	Pounds-----		48 cents per 100 pounds--	4 59
Corn and grain, unground-----	23, 596	Bushels-----		6 cents per bushel-----	1, 415 76
Cotton manufactures-----			235 20	3 per cent. ad valorem---	6 05
Clocks-----	104		325 30	-----do-----	9 76
Drugs-----			1, 505 96	-----do-----	45 17
Fish, dried-----	541	Quintals-----		8 cents per cwt-----	43 28
Fish, pickled-----	288	Barrels-----		12 cents per barrel-----	34 56
Flour, wheat-----	16, 834	-----do-----		84 cents per barrel-----	14, 140 56
Furniture-----			190 80	3 per cent. ad valorem---	5 72
Hardware-----			2, 094 28	-----do-----	62 82
Hats, felt-----			270 00	-----do-----	8 10
Horse feed-----	204	Bushels-----	97 92	-----do-----	2 93
Horses-----	402			\$8 per head-----	3, 216 00
Lard-----	55, 099	Pounds-----		84 cents per 100 pounds--	462 83
Lumber-----	1, 509, 000	Feet-----		50 cents per M feet-----	754 50
Matches-----	10, 924	Gross-----	6, 624 48	3 per cent. ad valorem---	198 73
Meal, corn-----	27, 666	Barrels-----		24 cents per barrel-----	6, 639 84

An account of duties levied on imports from the United States, &c.—Continued.

Articles.	Quantities.	Description.	Value.	Rate of duty.	Am't of duty.
Meats, salted	830, 790	Pounds		96 cents per 100 pounds ..	\$7, 974 88
Medicaments			\$1, 383 60	3 per cent. ad valorem ..	41 50
Mules	259			\$6 per head	1, 554 00
Miscellaneous articles			624 00	3 per cent. ad valorem ..	18 72
Musical instruments			3, 065 00	do	91 95
Oils	798	Gallons	507 12	do	15 21
Oil meal	629	Puncheons	4, 946 40	do	148 39
Paper manufactures			82 80	do	2 48
Pitch	70	Barrels	136 08	do	4 08
Perfumery			56 40	do	1 69
Resin	26	Barrels	46 64	do	1 40
Rice	16, 240	Pounds		10 cents per 100 pounds ..	16 24
Staves	1, 212, 160	Pieces		50 cents per 1, 000	606 80
Shooks	826	Bundles	878 64	3 per cent. ad valorem ..	26 25
Shingles	2, 205, 000	Pieces		36 cents per 1, 000	793 80
Snuff			1, 285 44	12 per cent. ad valorem ..	154 25
Stationery			157 20	3 per cent. ad valorem ..	4 71
Spirits, whiskey	20	Gallons		60 cents per gallon	12 00
Tar	186	Barrels	412 20	3 per cent. ad valorem ..	12 36
Tea	1, 661	Pounds		4 cents per pound	66 44
Tobacco			13, 229 90	12 per cent. ad valorem ..	1, 587 58
Turpentine	2, 033	Gallons		3 cents per gallon	60 99
Varnish			79 20	3 per cent. ad valorem ..	2 37
Vinegar			1, 147 88	do	34 43
Water hogsheads, empty	327		512 40	do	15 37
Wooden manufactures			1, 035 96	do	31 08
					45, 237 31

TRINIDAD.

E. B. MARACHE, *Consul*.

JUNE 20, 1854.

In reply to the circular of March 15, I have to state that no enactments have taken place affecting the commerce of the United States with this port since the passage of the tariff of duties, a copy of which was forwarded heretofore. (a)

ANSWERS.

FIRST SERIES.

1st. The only treaty of commerce affecting the trade between the United States and this island is the one with the British government, which has, so far, been faithfully adhered to.

2d. The commercial intercourse of the United States within my consular district is dependent on the regulations of the mother country, except that the colonial government have authority, from time to time, to make alterations in the tariff of duties and port charges, which must be approved by the home government.

3d. None in either case.

(a) "Comparative Tariffs," vol. II.

4th. The same in both cases; namely, a tonnage duty of 42 cents per ton on all vessels landing or taking any cargo.

5th. No foreign vessels are allowed to carry cargoes from one port to another of this island, but can take cargoes to any other island, or to any foreign port; the same as British vessels.

6th. The moneys, weights, and measure are the same as those in the United States.

SECOND SERIES.

1st. So little of our produce is exported to the United States, and in such small quantities, and at so long intervals, that no information I can give on this point could be of any service.

2d. Insurance cannot be effected here. Freight is seldom taken, purchases being usually made on vessels' account. The usual commission for shipping is $2\frac{1}{2}$ per cent. with funds in hand.

3d. All sales of our produce are made for cash.

4th. There being so little intercourse between this island and the United States, no bill transactions ever take place.

5th. Already furnished in my reply to the circular of October 8. (a)

6th. None whatever.

7th. This query it is out of my power to answer, the wages and compensation paid being regulated entirely by the nature and extent of the services required to be rendered.

ST. CHRISTOPHER.

JOHN R. THURSTON, *Consul*.

JANUARY 4, 1855.

I herewith transmit replies to the several queries contained in your circular of 15th March, 1854, which I trust may be satisfactory to the department.

Owing to the abolition of the imperial customs department in this island, and the removal of all records of the same, I am unable to obtain any information regarding foreign tariffs, royal orders, &c., &c., as the only source from which such information could have been obtained was from that office. The following is the best information I can furnish as regards the several queries contained in the above-mentioned circular:

ANSWERS.

FIRST SERIES.

1st. All terms contained in treaties of commerce between the United States and the government of Great Britain are faithfully adhered to, as far as this island is concerned.

2d. The commercial intercourse of the United States within this consulate is dependent on the regulations of the local authorities; the present existing regulations are fixed for a definite period.

3d. There are no privileges permitted to the commerce of other nations which are denied to that of the United States, nor any restrictions imposed on the commerce of other nations and not on that of the United States, as the commerce of this island is entirely on the principle of free trade with all nations.

4th. The only charge on vessels of all nations, either British or otherwise, is a tonnage duty of 36 cents per ton, also a fee of \$4 on each vessel, which last is paid as a fee to an officer appointed by the British government, and designated as the colonial secretary. These charges are paid on the entry of the vessel.

5th. The transshipment of goods in vessels of the United States is allowed to a foreign port; they are also allowed to carry goods from one port to another in the island, or, as it is here termed, coastwise.

6th. All public accounts are kept in sterling money ; but accounts of merchants, tradesmen, and laborers are kept in dollars and cents of the same value as federal money. The weights and measures are also of the same value and denomination as those in use in the United States.

SECOND SERIES.

1st. The only articles exported from this island to the United States are as follows :

Brass, old, value from	6 to	8 cents per pound.
Copper, " do.	14 to	16 " "
Hides, ox.....do.	\$1 00 to \$1 25	each.
Molasses .....do.	14 to	18 " per gallon.
Salt .....do.	20 to	27 " per bushel.

2d. A commission of $2\frac{1}{2}$ per cent. is usually charged for buying and selling cargoes. Insurance and freight are usually arranged in the United States, of which the merchant here takes no account.

3d. The terms of sale in buying or selling cargoes are cash ; bills of exchange or produce (sugar and molasses) at cash prices.

4th. The rate of exchange varies from \$475 to \$485 per one hundred pounds sterling. The true par of exchange between the United States and this island is \$4 80 per pound sterling.

5th. See Tariff of Duties annexed.

6th. The following articles pay an export duty as follows: Metals (old) pay no export duty ; molasses, 71 cents per puncheon ; sugar, \$1 48 per hogshead, or $20\frac{1}{2}$ cents per barrel ; salt, 2 cents per barrel. These duties are paid by the vessel on clearing.

7th. Laborers receive from 25 to 75 cents per day ; clerks in stores from \$240 to \$480 per annum.

No price currents are published in this island.

TARIFF OF DUTIES.

Asses	\$1 00 each	Horses	\$5 00 each
Beef, salted.....	1 00 per 100 pounds.....	Lard	1 per pound
Butter	2 00 per 100 pounds.....	Lumber, white pine.....	2 00 per 1,000 feet.....
Beans and peas.....	25 per bushel	Lumber, pitch pine.....	3 00 per 1,000 feet.....
Bread	25 per barrel.....	Malt liquor, in barrels.....	2 00 per hogshead.....
Brandy	36 per gallon	Malt liquor, in bottles.....	14 per dozen.....
Cedar posts.....	2 00 per 100.....	Oats	6 per bushel.....
Cedar, square.....	3 00 per 1,000 feet.....	Pork, salted.....	1 00 per 100 pounds.....
Candles, tallow.....	$5\frac{1}{2}$ per pound.....	Rice	25 per 100 pounds.....
Candles, other than tallow...	3 per pound.....	Raisins.....	2 00 per 100 pounds.....
Cheese	2 00 per 100 pounds.....	Shingles, pine.....	50 per 1,000.....
Corn	6 per bushel	Shingles, cypress	1 00 per 1,000.....
Cattle	1 00 each	Shingles, wallaba.....	1 00 per 1,000.....
Currants	2 00 per 100 pounds.....	Staves	2 00 per 1,000.....
Cigars	3 00 per 1,000.....	Shooks	8 per bundle.....
Cocoa	1 20 per 100 pounds.....	Sugar, refined.....	2 per pound
Corn meal.....	50 per barrel	Sugar, Muscovado	1 20 per 100 pounds.....
Coffee	1 20 per 100 pounds.....	Snuff	1 44 per 100 pounds.....
Cordials	36 per gallon	Soap	50 per 100 pounds.....
Flour, wheat.....	1 00 per barrel.....	Tobacco, leaf.....	1 44 per 100 pounds.....
Fish, dried	25 per 100 pounds.....	Tobacco, manufactured.....	2 40 per 100 pounds.....
Fish, pickled	25 per 100 pounds.....	Vinegar	4 per gallon.....
Figs	2 00 per 100 pounds.....	Rum	36 per gallon
Gin	36 per gallon	Wood hoops	2 00 per 1,200.....
Hams	1 00 per 100 pounds.....	Wines of all kinds.....	Fifteen per cent. ad valorem.
Hardwood	8 00 per 1,000 feet.....		

N. B.—All articles not enumerated and not comprised in the table of exemption pay a duty of 3 per cent. ad valorem.

EXEMPTIONS.

Provisions or stores for the use of her Majesty's land or marine forces, bullion, diamonds, fruit not being dried or preserved, vegetables, ice, fresh meat, poultry, fresh fish, personal baggage of passengers, coin, oil meal, printed books, gold, silver, and copper unmanufactured, maps, charts, plants, shrubs, seeds of all kinds imported for planting, trees imported for planting, sheep, pigs, goats, rabbits, turtle, machinery, and agricultural implements imported for the use of estates.

RUSSIA.

RUSSIA.

ST. PETERSBURG.

G. M. HUTTON, *Vice Consul.*

NOVEMBER 17-29, 1856.

Such detailed statements of the trade of this port as are asked for in the circulars and instructions issued during the last few years are hard to collect here, and only after a considerable interval. * * * * * * *

During the war a large reduction was made on the duties on most foreign goods imported by the western land frontier, which went far to balance the cost of transportation. I am not aware that those reductions have been withdrawn since the peace, and understand that a former treaty with Prussia will now prevent an increase. Grain was allowed to be exported from April 4, N. S. The duty on coffee was reduced from 3. $\frac{7}{10}$ rubles per pood to 3 silver rubles, equal to 7 $\frac{1}{2}$ cents per pound avoirdupois, taking effect from August 1-13; and the duty on sugars not refined was reduced from 3. $\frac{8}{10}$ silver rubles to 3 silver rubles per pood, and refined sugars (previously prohibited) at 5 silver rubles per pood, equal to \$10 40 per 100 pounds avoirdupois, and taking effect at the same time. The admission of refined sugars under so high a charge will lead to much smuggling. It is known that a reduction on olive oil has been resolved on, and that several other reductions are under consideration.

A single channel is left open to Cronstadt, about 1,200 yards wide, but well buoyed out, and there are more steam tugs than formerly. The space south of the channel into which vessels could formerly tack in working up against the wind is cut off by the piles and other obstructions, which do not show above water. Two large new permanent fortifications are in progress, and will be pushed forward to completion. The increased security they will give will favor the keeping open a freer approach for ships, the defensive value of obstructions in the water being naturally superseded thereby. The south fort, Cronslot, is being re-built of granite, in several tiers. An American ship at anchor, striking against the piles on the south side of the channel, sustained some damage, but not enough to induce the captain to incur the expense and delay of claiming indemnity. The mines which were anchored around in large numbers during the war could not all be found again, and some accidents have occurred, as they explode on being touched. A German vessel was so much injured by one as to have to be run ashore. By next season that danger will be over. Large sailing vessels cannot come up to St. Petersburg, the limit of draft allowed being 8 feet, though there was this year 10 $\frac{1}{4}$ feet on the bar; but a much larger class of steamers do so than formerly. Some very fine iron boats, from England, pass the bar near the mouth of the Neva, by aid of the usual lightening towards the end of a voyage, and by bringing the vessel on an even keel by moving some loading forward. Formerly the bar was supposed to protect this city from naval attack, but the nature of the late allied armaments have dispelled that idea. The channel needs deepening for about two miles to admit Atlantic steamers. The French steamer, the "Seine," which brought the suite of the French embassy, was the largest that has entered the river.

An unusual number of vessels arrived here in the first part of the season, but not so great an increase as was expected. Compared with an average of the three years preceding the war, the increase was about one-fourth up to July, but has fallen off since then, and again increases to nearly double the average. The total number of American vessels during the season will not reach quite to the average number. There was found to be on hand and in market, in the spring, an unexpected amount of foreign merchandise brought overland, to which a large importation by sea was soon added, causing a loss on nearly all articles, but to which sugar has been an exception. Holders readily submitted to the circumstances, and a large and active business was done.

The importation of cotton is large, and an increased proportion direct. Less has been imported by way of the Caspian—the crop having failed in the provinces south and east of it—which furnish an important supply to Russia through the Volga navigation. Three or four large cotton-mills, built in 1852 and 1853, had not received their machinery from England before the war, but have now done so, and gone into operation, making a permanent addition to the demand for cotton. One reason in favor of the direct importation of cotton is, that the exact kind wanted can then be had at first cost—the merchants in England and the Hanse Towns either insist on selling as they receive, without selection, or they charge therefor. The Russian manufacture being mostly confined to the heavier kind—very little yarn being spun finer than No. 40, and none finer than No. 50—there is, consequently, an economy on the first cost, and a saving of charges and commissions by direct importation. It is remarked that manufacturers have this year given many large orders for direct supplies—one Moscow concern importing a whole cargo. The very strong feeling against the western powers has no doubt helped towards this result.

But the Russian manufacturers usually want credits of from three to ten months, and averaging over six months. They give stamped bills, which can generally be discounted at 6 per cent. and commission, and the time rates are always at a considerable advance on the cash price—say 10 to 15 per cent. The English, Dutch, and German command of capital gives their merchants a great advantage, in continuing the indirect trade in both cotton and tobacco, on account of giving such long credits abroad. Proper selection to suit the market is also indispensable, and has not been attended to, or, perhaps, understood, by most of those who have attempted direct shipments. If wealthy mercantile houses in Russia, and in the United States, were to form large depôts of cotton and tobacco here and at Moscow—as is practically done at Liverpool, Bremen, and Hamburg, for England and Germany—and would carefully select the qualities, packages, &c., to suit the market, a large increase would result in the total amount of trade, with the change in its direction which would follow. American shipping would be more employed, and a good and increased business be done. I have reason to say that this government would favor it, so far as their engagements with other governments allow. The cotton spinners desire to encourage the direct importation, and, other things equal, would give it their preference.

The iron sent to the United States is now mostly in the form of sheets. The thickness making 13 sheets to the pood (= 36½th avoirdupois) is taken as the standard of quotation for price, and ten copecks silver (= 7½ cents) is added for each number above, and subtracted for those below, within the limits usually sent to the United States. The makers exporting to the United States are the heirs of Demidoff, ("old Sable,") the heirs of Yacofieff, ("young Sable,") and Alexis Yacofieff—the latter make and that of Strogonoff bring ten to twenty copecks the

pood more than the others. The agents of two of them assure me that the really best bar-iron has not been exported to the United States, and will not be, unless specially ordered by persons here, who would give special attention to the matter. Demidoff, the principal producer of copper, delivers by contract to Striglitz & Co.

Valuable reforms, facilities, and privileges have been granted to commerce, and the position of merchants rendered more respectable; but the government is very cautious in removing prohibitions and reducing duties, and the influence of the protected interests is very great.

Permission was granted this spring by the Emperor for any Russian subject to go and remain abroad on business, paying no more for a passport than was usual elsewhere in Europe. Formerly, a permission for one year was obtained after much delay, at a cost of 300 or 400 silver rubles, (§225 to §300.) Several times as many have gone abroad as formerly, and a fresh impulse to commerce will ensue therefrom.

Having made a list of nearly all the articles of United States production which have been, or may be, imported here, with the present tariff on each reduced to United States weights, measures, and coin, it may be of some service to give it, together with some remarks.

Cotton, 25 copecks per pood = 52 cents per 100 lbs. avoird., or about \$2½ per bale.

Tobacco, in leaves or bundles, 6 silver rubles per pood = 12½ cents per lb. avoird.

Cigars, 2 silver rubles per lb., Russian, = \$1 35 per lb. avoird., are weighed with the package. They are mostly made in Germany of mixed tobacco, though marked and labelled as from Havana. Tobacco for smoking, in rolls, carrots, or cwt., 60 copecks per lb., Russian, = 46½ cents per lb. avoird.

Biscuit, 5 cents per lb. avoird. The best American are much admired, and a moderate quantity may be regularly imported.

Cider, in bottles, 22½ cents per bottle. Would require to be of first quality; with less duty the demand would be large.

Apples, per cask of two ankers, (= 2½ bushels,) 90 cents. Large demands and good prices for choice quality.

Furs, muskrat, at 10½ cents per lb. avoird.; raccoon, 54 cents per lb. avoird.

Buffalo skins, dressed, 50½ cents per lb. avoird.; with a lower duty a very large quantity of the two latter would be used.

Clocks, wooden, 37½ cents each; may have brass wheels; would require a regular depôt; should be ornamented in gay colors.

Fish, salt and smoked, 4½ cents per lb. avoird. As the Russians keep lent very strictly, and have a second one of three weeks in August, the use of fish is very great; and as a considerable trade in codfish from Norway has latterly sprung up, I think that first quality dried codfish may, hereafter, form an important item in our shipments to Russia.

Extracts of dyewoods, 4½ cents per lb. avoird.

India-rubber and gutta-percha goods, \$6 22 per 100 lbs. avoird.

Oysters, in cans, 2½ cents per lb. avoird., are weighed with the can.

Quicksilver, 5 cents per lb. avoird. Demand regular. A supply may be contracted for from California.

Rice, 1¼ cent per lb. avoird. Carolina preferred, and not received as antagonist to their own grain.

Sumac, same duty.

Spermaceti, \$2 95 per 100 lbs. avoird.

Spokes and felloes, $37\frac{1}{2}$ cents per hundred. Machine-made would do well as soon as known. Makers wishing to occupy the market should stamp their names.

Anthracite coal, free. The chief Russian mines being of that kind, it is intended to use it in their navy. A supply from the United States might be contracted for; they will form large depôts.

Front brick—to try the market. Bricks are free when of the Russian legal forms. The regular size is the same as the French, and nearly the same as ours. St. Petersburg being built mostly of brick of quite common quality, requiring to be plastered over to protect it, the best front brick may prove very acceptable, especially when the required forms for cornices, &c., can be given. The freight would be cheap with cargoes of cotton.

High pressure steam engines, suitable for saw mills, free when for special use. Must be cheap and substantial. Would require a regular depôt.

Machinery for working wood, free.

Ploughs, harrows, cultivators, and the like, and agricultural machines, free. Only the most approved would sell.

Staves, and casks in pieces, free. A large business may be established, especially as the improvements in the interior communications progress.

Ships, free, but with charges on changing flags equal to one per cent. on the price.

Timber for ship building, masts and spars, free.

Woods of all kinds for the use of cabinet makers and turners, viz: sassafras, cypress, palm, cedar, lignumvitæ, mahogany, and other high priced woods, $\frac{5}{12}$ cent per pound avoirdupois, or equal to about \$23 per M. feet on mahogany; about \$14 50 on walnut, and about \$16 33 per M. feet on maple. A depot well supplied direct could do a steady, good business.

Contracts might be made for supplying machine-made rifles, and rifled muskets, which would be preferred to the Liege hand-made. Liege price of rifled muskets, \$9 30. This government could be easily induced to order an extensive set of machinery for making small arms like that made for the English government.

Any tools or machinery sent here must be of well established reputation. They will adopt and use, but dislike experimenting. Cotton and tobacco seem to be the articles on which a reduction of the Russian tariff would be the most important to us. Though the duty on cotton is only equal to 52 cents per 100 pounds, American weight, yet it amounts to about \$400,000 per year, and is rapidly increasing. The duty might be negotiated off for an equivalent. The Russian tobacco is mostly of an inferior quality; and a large reduction on their specific duty can be made without affecting the Russian planting interest, and with much benefit to their revenue. Still, the only means of obtaining special reductions is by equivalent reductions on Russian articles. Considering that greatly the larger part of the American cotton, and that nearly all the American tobacco brought here is at second-hand from England and Germany, and sent by the merchants, and in the vessels of those countries, it would seem to me very advisable to confine any negotiation respecting those articles to reduction of duty on the direct importation from the producing country. The object would be more easily attained, as there would not only be less opposition, but a very strong existing feeling here would be gratified thereby. I feel warranted in saying that the American tonnage entering here annually may be speedily doubled, and go on steadily increasing, and the trade pass at the same time into the hands of American merchants. Naturally, our shipping should bring nearly all the transatlantic tobacco and cigars: but the latter are mostly made in Germany, and sent from thence,

though called and marked as American. A tobacco depot, from which to supply the demand regularly, is now furnished in using the government warehouses, and paying the duty as withdrawn therefrom, provided that be within twelve months; but the charge for storage should be reduced. A reduction of duty and storage would have a most beneficial effect on the direct trade. The foreign tobacco, though mostly grown in the United States, is nearly all brought from Bremen, and the trade is in the hands of two very respectable houses originally from thence. The partners (five) came here poor, and are now very rich. In future, such fortunes should be made off American produce by American citizens, and I think it is now in the power of our government to secure that result.

Another reason for now obtaining the removal, by treaty, and in consideration of equivalents, of the duty on cotton, is this: The European frontier of Russia being now probably fixed for a long time, attention will be strongly turned towards Asia, and to complete the possession of the great valley of the Caspian. The provinces immediately to the south and east of that sea now furnish to Russia an important supply of cotton; and were they Russian territory, an effort would, in all probability, be made to render the empire, as much as possible, independent of the foreign supply by taxing importation.

The Russians complain that their best known marks and brands are systematically counterfeited on goods sent to the United States from England, whereby the very preference they had secured is turned against them. If it were agreed on both sides that the goods shown to be the produce of the other country, and imported directly, should receive a mark or brand at the custom-house when entered, and that all counterfeit marks and brands should be defaced, the direct trade would be materially increased to the benefit of both countries, and of the honest traders. The effect on the trade in tobacco and cigars is evident; and I am quite sure that if the cotton bales brought direct were so marked here, the manufacturers would (other things equal) give them a constant preference in the market. The government, too, would—having already made known the wish—promote the direct trade, and the knowledge of such disposition has an immense influence with this people.

In regard to treaty arrangements, I am aware that it has been supposed that there is so much similarity in the productions of the two countries, and that there is such antagonism of special interests involved, as to hold the subject in a sort of dead-lock; but an attentive consideration has convinced me that such is not now the case—the changes accompanying the developments of production and commerce offering a fair chance for a solution. Hemp, and the manufactures of hemp, are no longer the articles of Russian produce to look to, specially, on the one side; and cotton and tobacco must share their claims, with a variety of articles, on the other. For instance, were the duties lower a greatly extended use of American wood for cabinet making and turning would follow. It would be exceedingly desirable to have American ships bring from the United States more assorted cargoes. The large trade with many other places—Rio, for example—has been greatly increased by the younger class of merchants (many of whom acted from personal observation) substituting, in great part, assorted cargoes of everything marketable for the exclusively staple articles formerly sent. Towards that change the list I have given may be some help.

The best Russian wrought-iron is so much superior in quality, and higher in first cost, than even the best English, that large concessions can be easily framed so as not only not to interfere with the domestic article, but to actually help it, by enabling the machine makers and other mechanics to use the Russian in such places and parts as specially require superior material.

In that way American made machines would be brought into better competition with European made. To make the *ad valorem* duty stationary at a certain point would only partially effect the object; the radical way would be to make a sliding scale, turning back at a certain point, somewhat like the former English corn laws. The average price of the very best American, or of the English "Low-Moor," might be taken as a guiding standard for the turning point of the scale. I think the Russian duty on cotton could be negotiated off for such a reduction; and it would, or should, meet with little opposition from enlightened American iron-masters.

The new lines of railroad in Russia, now granted to foreign capitalists, must lead to diminishing the legal obstructions to foreign trade, and the restriction and delays on passports.

I consider it certain that the tariff reforms lately commenced, and still under consideration, will be continued, and be much further extended. The fact that scarcely one-twelfth of the population live in towns shows their decided agricultural character. The rural population live in villages, where, in winter, they work on the branches of industry, as is done in some parts of New England. Village industry comprises weaving, tanning, cutlery, cabinet making, &c. The large factories on the English plan are near towns; but the village industry is of far greater value, and is also healthy, hardy, and able to bear increased foreign competition. The large factories have to employ foreign foremen, and, in consequence of the strong bias now given to prejudice and policy, really good American mechanics can obtain profitable employment. If so directed by the department, the consuls here and at Moscow could materially aid in bringing about such engagements. The cotton manufacture resembles much more that of the United States than of England or France. The late American improvements in carpet weaving would also be well received, as carpets are very dear here; and, as I am informed, the introducer of that, or other approved improvements, would be entitled to a patent for five or six years.

The great changes which a few years have wrought have diminished former obstacles to an increased trade, and I may say that mutual ignorance of each other's wants and productions is now one of the greatest still remaining. One of the changes to which I refer is the diminished importance of hemp, and the steady increase in the culture and manufacture of flax in Russia. The annual value of the latter is now more than double that of the former, and the number of persons engaged in the flax industry within the empire amounts to four millions. If that number be compared with all in any way employed on or about cotton in Great Britain, the possible importance of flax, and the manufactures of flax, if allowed free course in the trade between the two countries, will be apparent. The noticeable points with respect to making flax, and the manufactures of flax, instrumental in any new arrangement, are: that whilst a reduction of our duties would meet less opposing interest, yet such reductions would have more than double the effect here, as offsets, when compared with similar concessions on hemp and the manufactures of hemp, as there are five times as many persons employed on the former, which is also in progress, as on the latter, which is at the same time nearly stationary. An examination of the quantities of importations arriving at Cronstadt up to September 10, (22,) in 1853 and 1856, shows for the first period 52,659,000 American pounds, and for this year 57,073,000 pounds; the increase of 4,414,000 pounds, or eight per cent., being less than was expected. Only 22,525,000 pounds, or 40 per cent. very nearly, was received directly; and even of that, the larger part came consigned to two very respectable German houses. Yet this year is giving a handsome increase over the average *direct* importations of 1851 and 1853, which was less than one-fifth of the whole. Tobacco and cigars show a small diminution. The exportation of iron has more than doubled; that of flax has diminished about 30 per cent.; that of linseed and linseed oil

has doubled ; of coarse, linen cloth, the increase is fourfold ; of hemp and heavy sail cloth, the diminution is one half ; of cables and cords, 14 per cent. increase ; of grain, the exportation is fourfold ; tallow has increased only one-sixth. It would appear that the demand for flax and hemp during the war encouraged a supply from other sources, which now interferes with the old trade, whilst the accumulated stock of tallow and cordage was not large. At the same time the policy of looking to a reduction of our tariff on Russian high cost iron and cheap linens, as amongst the best means for obtaining a reduction, through negotiation, on our productions, is more clearly indicated.

Having made some observations on the items which I think may add to our exports to Russia, I beg leave to examine those which may add to our future imports therefrom.

The steady increase of the exportation of flax to England, along with the great increase of its culture in Ireland, both in face of the immense increase in the manufacture of cotton, prove clearly that the two materials are not natural antagonists, else flax could not have sustained the rivalry, and is a fact worthy of serious consideration. I think that our manufacturers would do well to imitate the English in making cloths of flax and cotton mixed, which are coming into such extensive use. To do so successfully, Russian flax must be admitted on as favorable terms as into England.

Eminently agricultural as Russia is, it must of necessity, from its position and the existence of such extensive regions not otherwise available, continue to be still more specially pastoral, and the various annual productions will constantly increase in importance. It is true that the exportation of tallow is checked ; but as the establishments for changing it into stearine and veline extend into the interior, the exportation, in these modified forms, will again increase.

The number of cattle in Russia, equalling that for Austria, Prussia, and France, and of horses, being more than double of that for those three countries together, the excess of disposable raw hides is evident, and will be more available for exportation as the interior communications improve. But the force of this consideration is increased, especially with reference to the United States, by the fact that nine-tenths of all the cattle slaughtered in Russia are killed during October and November ; that is, the hides are crowded on the market just in time for the last vessels sailing before the close of navigation. The hides would also arrive out in good condition on account of the season. Great Britain imports as freely as we do from South America, yet about one-third of all the hides exported from Russia go to England.

The Russian wool is generally of common to inferior quality, 90,000,000 lbs., averaging 20 cents per lb. ; yet over 20,000,000 lbs. are exported, chiefly to England. Though England is a large producer of copper, yet more than one-fourth of the Russian exportation goes there. I cite these exportations to England to show that the prices are down to the level of the general market of the world, and that the United States may, also, be advantageously supplied from Russia.

In low priced woollen cloths, Russia can supply a strong, serviceable, well dyed article cheaper than England. The cloths of which the uniform of the Imperial Guards are made cost, on an average, 49 cents per square yard, and the soldiers of the line an average of $38\frac{1}{2}$ cents per square yard. But as it is notorious that the government pays a large per centage more on contract goods, or when made at government factories, than the same can be purchased by a merchant for cash, I think that the cloths for the guards may be purchased for an average of 40 cents, and for the line at 31 cents per square yard. The cloths for the guards are not only good, but handsome. In the government of Moscow alone they are made to the value of \$10,000,000 annually ; so that a large demand can be easily supplied.

The price of butcher's beef in the market, as the hotels buy it, after rejecting the neck and other rough pieces, is five cents per American pound, and choice pieces at eight cents. In Moscow it sells much cheaper. I therefore feel warranted in saying, if good curing and packing houses were established at Moscow, or further south where the railroads shall be made, Russia could supply salt beef of prime quality for exportation cheaper than any other country, and to a vast amount. The Baltic is the better outlet. I was surprised to find that, from the gradual decline in the exportation of iron, and the increased production of copper in Russia, the total average value of the latter exported in 1851-'53 was ninety per cent. greater than that of the former. As England takes about one third in competition with her own productions, the price must be within the limits of profitable exportation to the United States, yet none is sent.

Besides the principal articles named, there are many minor ones, which together would make a sensible addition to the trade. I will now only mention one—a small red berry called the broosneeka—a variety of the bilberry, of which the Russians consume a great quantity, and are very fond. They have a slightly astringent taste and are considered healthy. In their natural state they will only keep a few days in the air, yet they require a very moderate quantity of sugar to make a very cheap preserve, which is used with meat or on the tea table. But in the country advantage is taken of a peculiarity to keep them fresh. By filling casks three-fourths or four-fifths with the berries, and then completely with pure water, so as to exclude the air, they will remain in good condition in a cool cellar until well into the next summer, and serve as a desert. As they are gathered in September, they may be taken in water to the United States, and would enter under the 20 per cent. duty.

The agitation of the question of the Sound dues naturally drew my attention to the injury which its continuance does to our commerce with Russia, and it is certainly very considerable. In so doing, it appears to me that I have detected the weak point by which that nuisance may be brought to an end. I was often told that every vessel was required to have the Danish Sound pass, or would not be allowed to pass the guard-ship below Cronstadt. It appeared so strange to me that the Russian authorities should act as police to enforce the payment of money by our ships to Denmark, that I inquired particularly into the circumstance, and found that it was not the certificate of having paid the Sound dues that was demanded, but the bill of health at Elsinore, which could not be obtained without the other. Now I think that if a small United States vessel-of-war were stationed next spring near the Sound, on the Sweedish side, with orders to examine every American vessel entering the Baltic, and grant a formal certificate of health, when it could properly be done, that it would only require a friendly remonstrance addressed to this government on the arrival of the first vessel with such certificate, instead of that from Elsinore, that a speedy solution of the question would follow.

For the purpose of turning the indirect trade between the countries into the direct channel, a very small differential duty will suffice. The Russian duty of 25 copecks per pood on cotton is equal to an *ad valorem* duty of about 6 per cent. Now the abatement of that duty, or of even twenty copecks of it, in the cotton arriving direct, would be amply sufficient for the object; and as the entire importation of cotton into Russia is now, and is likely to continue to be, much greater than the entire exportation of Russian produce to the United States, an equivalent total amount of reduction of duties on Russian produce sent direct, would be more than sufficient in per centage to insure the return trade being direct also.

The want of a regular direct exchange between St. Petersburg and New York, or Boston, has

a very sensible influence in maintaining the present indirect course of trade. The places from which American cotton arrives here have the balance of trade largely against them, and our cotton is purchased and sent to pay it. If a direct exchange were established, and the cotton sent direct, then American bills drawn against it would be purchased in London and sent here instead of American cotton. I am glad to be able to state that the well-known and very rich banking house of Steiglitz & Co. are now engaged in arranging a direct exchange with New York, having been induced to do so by the representations of our consul and of several merchants trading with the United States.

A peculiar class of vessels would be more convenient and profitable in the direct trade from the United States than the miscellaneous forms and sizes now irregularly sent. Were such adaptation observed, and regular lines of packets established, based upon the cotton trade, which is very steady, the business would be extended, and become more profitable, while the voyages would take less time and become more safe. I shall collect further information bearing on this point.

CRONSTADT.

ANSWERS.

FIRST SERIES.

2d. The present existing regulations are fixed.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States; and there are no restrictions imposed on the commerce of other nations and not on that of the United States. Goods imported in vessels belonging to a nation having no commercial treaty with Russia, pay duties 50 per cent. more than those imported in vessels belonging to a nation having a treaty of commerce with this government.

4th. The amount and character of the port charges, and other duties levied on vessels of the United States, are the same as levied on national vessels. The following items are charged by the corporation of the port of Cronstadt:

Discharging or loading sand ballast.....	30	silver copecks per ton.
For the use of the cook-house.....	1½	“ “
For the use of the rubbish boat.....	50	“ per last.
For boiled pitch.....	10½	“ per lb.
For rosin.....	15	“ “

The above are the only dues levied on ships at Cronstadt, but the proper port charges on vessels are paid at St. Petersburg to the merchant to whose outward address the vessel is placed, and by whom the government is reimbursed. They consist of the following items:

Lastages.....	10	silver copecks per last, of 2 tons.
Address money.....	10	“ “ “
Cronstadt agency.....	15	“ “ “
Ship's pass.....	14	silver roubles per ship.
Clearing pass at Cronstadt.....	2	silver roubles, 85 silver copecks, per ship.

5th. The transshipment in vessels of the United States of goods to a foreign port is permitted, but prohibited from one Russian port to another. In regard to suggestions respecting the commerce and navigation of this place, which might be beneficial to the United States, I beg to remark, that it would be well were there no cause to complain of detentions, caused by the many useless formalities attending the clearance in and out of ships at this port.

ODESSA.

JOHN RALLI, *Consul*.

JULY 1, 1854.

In reply to the circular received from the department of 15th March, of the present year, the following applies to the questions therein contained :

ANSWERS.

FIRST SERIES.

1st. There does exist a treaty of commerce between the United States and the Imperial Russian government, which was concluded at St. Petersburg on the 6th (18th) December, in the year 1832, and was ratified at Washington on the 11th May, 1833, to which the Russian government abides with strictness.

2d. The city and port of Odessa was declared as *porto-franco* by a decree of the Imperial government in the year 1823, which was put into execution only on the 15th August, in the year 1824, by which the importation of all kinds of merchandise was allowed, on paying only one-fifth of the entire duty paid in other ports of this empire; and this one-fifth duty was employed to defray the annual expenditure for the benefit of this city, such as pavements, foot-paths, repairing streets, lights, government buildings, and for the expenses of all the local administrations. The importation of all kinds of merchandise is allowed, even those articles which are prohibited at all other ports of the empire, but they are not allowed to be transported into the interior from hence, as tea, refined sugars, strong spirits, cloths—black and green—printed cottons, silks, and wools. These articles are to be consumed at Odessa. The term of these privileges for Odessa expired in the year 1849, but his Majesty the Emperor, wishing to favor this city, granted a prolongation of the same privileges for a period of five years, which ends on the 14th August, 1854. During this last period the duty was augmented; instead of one-fifth, it is now two-fifths of the entire duty on the import of any kind of merchandise, with the exception of tobacco, rum, and other strong spirits, on which the entire duty is paid, as at all other ports of Russia. Refined sugars, tea, and wines, have to pay three-fifths of the entire duty, one-fifth of which is destined for expenses of this city, and the remainder in favor of government.

We are now impatient to know whether the Imperial government will make some other regulations after the 14th August, 1854, on which date is the expiration of the five years last granted, and whether the city of Odessa will fall in the same category as all other ports in Russia.

3d. There does not exist at this port of Odessa any privilege granted to any nation, in any way, which is denied to citizens of the United States. The only restriction existing at Odessa is on ships under French and Neapolitan colors, they not being allowed to import any merchandise from foreign countries to Russia, unless paying 50 per cent. more on the import duty, in comparison to Americans, or ships of other nations. This difference on French and Neapolitan vessels exists by the commercial treaties between the respective powers, by which it is also prohibited for Russian vessels to import to France or to Naples merchandise from foreign ports not Russian produce, as the cargo must be, and from a Russian port.

4th. There does not exist any difference in the charges, or any other dues, on ships of the

United States and Russian vessels. A Russian vessel of 150 lasts (equal to 300 tons) pays the same charges as an American of the same size. The following affords a comparative statement:

Lasts, 150, at $1\frac{7}{10}$ per last.....	S. R. 25 50 = \$19 18
Light dues.....	7 15 = 5 38
Quarantine dues, custom-house charges and fees.....	20 00 = 15 04
	<hr/>
	S. R. 52 65 \$39 60
	<hr/>

The tonnage and light dues are a fixed charge, and established by law; the quarantine and custom-house dues are not so. The amount of the latter charges is generally paid partly for stamp paper, fees, and other trifles, which reaches the sum above stated, and which every one pays without opposition, as it is the custom and has been for many years past, and by which means business is greatly facilitated.

5th. It is prohibited by law to reship merchandise from one ship to another, even if the merchandise reshipped be destined for another Russian port, and no matter under what colors it is brought to this port. The merchandise before reshipment must first be landed and visited by the custom-house authorities, and the whole amount of duty paid, before permission can be obtained for such merchandise to be shipped and transported to another Russian port. But if such merchandise be destined for a foreign port, it has to be landed, and after being visited by the custom-house officers, a certificate to that effect is given to the shippers of the cargo, allowing the reshipment and exportation to a foreign port. All foreign, as well as American vessels are allowed to share in the coasting trade from one Russian port to another in the Black sea or the Sea of Azof.

6th. The current coin, weights, measures, &c., are the same at Odessa as at St. Petersburg. The value of a silver ruble is $75\frac{28}{100}$ cents of an American dollar; 1 pood weight is 36 English pounds; 1 arshine measures 28 English inches; 1 chetwert of wheat is $5\frac{3}{4}$ English bushels.

SECOND SERIES.

1st. The only cargo exported from hence for America since the 1st of July, 1853, consisted of common washed wool, 505 bales, weighing 5,972 poods, 23 pounds; and linseed, 1,200 chetwerts—the whole shipped on board of an American bark “Huma,” of $380\frac{33}{100}$ tons, bound for New York, and cleared from hence on the 10th November, 1853. The duty on the cargo amounted to 342.80 silver rubles, or \$257 80, being on the linseed alone, as there is no duty on the exportation of wools.

2d. No insurances have ever taken place here for the United States, but the general custom is to insure in England for America.

3d. The custom in purchasing any kind of merchandise for exportation at this place is to pay ready cash, and without any discount whatever; but in the sale of colonial and other goods imported from abroad, sometimes a credit of six or eight months is granted to the buyers.

4th. There is no established rate of exchange here for the United States, but the value of the dollar is nominal at $1\frac{33}{100}$ silver ruble.

5th. The amount of duty paid here on merchandise exported for America during the last period amounts to \$257 80; but no import duty was paid here, as no merchandise arrived from America.

6th. There is no duty levied in Russia by government on produce exported in its new state, or partly manufactured, or entirely so; the only existing duty is on raw sugars, on which the refiners of Russia pay an excise to government of $\frac{6.0}{100}$ silver rubles per pood on the refined sugars, or $45\frac{17}{100}$ cents in American currency.

7th. Laborers are generally paid here by the day, and the rate not being fixed, fluctuates according to the wants of such men—rising from $\frac{3.0}{100}$ to 1 silver ruble per day, or from $22\frac{1}{2}$ to 75 cents per day, American currency.

HELSINGFORS.

REYNOLD FRENCKELL, *Consul*.

MAY 27, 1854.

The most part of the interrogatories contained in the circular of March 15 are replied to by the detailed information I gave in my report of February 25, in answer to the “queries” on the commerce, navigation, and ship-building of this country. (a) I will, therefore, only add a few facts.

ANSWERS.

FIRST SERIES.

1st. The terms of the treaties between the United States and Russia are faithfully adhered to. In the month of July, 1850, an American ship was, by a mistake, charged with a too high duty of fifty and a half silver rubles; but this sum was, on my protest, immediately repaid to me.

2d. The commercial intercourse of the United States within Finland depends solely on the regulations of the mother country, but on no local legislation.

3d. There are no privileges permitted to the commerce of other nations which should be denied to the United States. The treaties between Russia and foreign nations contain equal regulations on commerce and navigation.

4th. The port charges and other dues levied on vessels of the United States are the same as on national vessels. For the amount of such dues, see my report of February 25.

5th. The vessels of the United States and of other friendly nations are regarded the same as the national as to the export or import of goods; but no foreign nation is allowed to participate in the coasting or internal trade.—(Ordinance of September 9, 1845.)

6th. I send annexed a table of the moneys, weights and measures in common use in Finland, reduced to the American national value.

The commercial intercourse with the United States and Finland has not been so considerable that I could send any prices of exported or imported goods, or price current sheets.

Table of the moneys, weights, and measures in common use in the Grand Duchy of Finland, reduced to American equivalents.

1 silver ruble, of 100 copecks = 76 cents.	100 quarters = $176\frac{1}{2}$ Finnish barrels.
100 yards = 154 Finnish ells.	100 gallons = $173\frac{3}{8}$ Finnish cans.
100 feet = 103 Finnish feet.	100 gallons = $99\frac{1}{2}$ Finnish kapper, (dry measure.)
100 statute miles = $15\frac{1}{2}$ Finnish miles, (1 mile = 10 versts.)	100 ale gallons = $176\frac{7}{8}$ Finnish cans.
100 sea miles = $17\frac{1}{2}$ Finnish miles.	100 wine gallons = $144\frac{5}{8}$ Finnish cans.
100 London miles = $14\frac{1}{2}$ Finnish miles.	100 Troy pounds = $87\frac{1}{2}$ Finnish pounds.
100 acres = $72\frac{5}{7}$ Finnish tonlands.	100 avoirdupois pounds = $106\frac{3}{4}$ Finnish pounds.
100 square feet = $105\frac{3}{8}$ Finnish quadrat feet.	100 tons = $41\frac{1}{2}$ Finnish heavy lasts.
100 cubic feet = $108\frac{1}{2}$ Finnish cubic feet.	100 hundred weights = $119\frac{1}{2}$ Finnish centner.

FRENCH DOMINIONS.

FRENCH DOMINIONS.

PARIS.

DUNCAN K. McRAE, *Consul*.

JANUARY 29, 1855.

I have the honor to transmit herewith answers to the circular of March 15, 1854, so far as I have been able to complete it. I have forwarded a volume of "*Statistique Industriel*," of Paris, a book which was very necessary in answering some of the questions. There are no regular price currents published of the dry goods and fancy articles of Paris.

ANSWERS.

FIRST SERIES.

1st. I am not aware that the treaty of commerce existing between the United States and the government to which I am accredited has not been faithfully adhered to.

2d. The commercial intercourse between the United States and this consular district depends on the regulations of the custom laws of the empire, and on the local legislation of the city of Paris, by which octroi duties are levied on many articles brought into the city, whether foreign or domestic, but especially on spirits and articles of subsistence. These regulations are fixed, and rest only on the contingency of alteration by legislative enactment. The tariff of duties, which I have heretofore transmitted, gives details on this subject.

3d. There are some privileges accorded to Spain by ancient treaties which will be found set forth in the "*Code des Douanes*," "*Code Maritime*," and the "*Tarif des Droits*," which I have heretofore furnished to the department. I am not aware of any privileges accorded to the commerce of other nations and denied to the United States, or of any important restrictions. The books referred to above give full information, in tabular statements, on this question. I also refer the department to my answers to a former series of questions on this point. (a)

4th. The "*Tarif des Droits*" fully answers this question.

5th. The transshipment of goods belongs to the coasting trade, and, by law, only French vessels are entitled to engage in this trade. Full information will be found upon this point in the "*Code Maritime*."

6th. The moneys, weights, and measures of France are of the decimal and metrical system. This whole matter has been elaborated by Mr. William W. Mann and Monsieur Vattemare in letters recently addressed to the Senate of the United States, and I beg to refer the department thereto for full information on this point.

SECOND SERIES.

1st. The commodities exported to the United States from Paris are so various in kind, quality, and description, that it must necessarily occupy a considerable time to answer this question with

(a) "*Consular Returns—Navigation*."

anything like accuracy. I am endeavoring to obtain from the leading merchants and manufacturers the current prices, and as soon as I shall be able to do so, I will transmit it to the department.

2d. I send herewith statements of the rates of freight between Havre and New York :

Rates of insurance, by steamers, on goods.....	$\frac{7}{8}$ to $1\frac{1}{8}$ per cent.
“ “ by ships, “	1 to $1\frac{1}{2}$ “
“ “ by steamers, valuables.....	$\frac{5}{8}$ to $\frac{7}{8}$ “
“ “ by ships, “	$\frac{3}{4}$ to 1 “
Commissions for shipping.....	3 francs each package.
“ for purchasing in large quantities.....	3 per cent.
“ “ small quantities.....	5 per cent.
Average rate of exchange between New York and Paris.....	francs 5 $13\frac{3}{4}$
“ “ Paris and New York, to buy.....	francs 5
“ “ “ “ to sell.....	francs 5 15

3d. Sales are made upon cash or upon orders, with credits from thirty days to six months. Commission houses are in the habit of advancing for many of their customers.

4th. See above.

5th. See “*Tarif des Droits.*”

6th. See same, and “*Regulations des Douanes.*”

7th. See “*Statistique Industriel.*”

H A V R E .

WILLIAM H. VESEY, *Consul.*

JUNE 27, 1854.

In obedience to your instructions I have the honor to lay before the department such information as it has been in my power to obtain in respect to the circular dated the 15th of March.

I beg leave to refer to the accompanying report of the general commerce of France during the year 1852 for the fullest information respecting our commercial relations with this country. The report for the year 1853 will not, in all probability, be published before the latter end of the present year.

ANSWERS.

FIRST SERIES.

1st. The treaty of reciprocity of 1822 between the United States and France is, to the best of my knowledge, faithfully carried out by the French government as far as the *trade* between the two countries is concerned ; but as regards our shipping, I beg leave respectfully to solicit the attention of the department as well to the difference in the facilities afforded to French vessels in the ports of the United States as to the charges paid by them on entering and clearing, and those imposed on our vessels in the ports of France. I allude more particularly to this port, the only one in this consular district which American vessels frequent. French captains are allowed the privilege of entering and clearing their own vessels at our custom-houses, or of employing their consular agents or other persons, at their choice, to do it for them, making their own arrangements for the service rendered. But in France the American ship-master is obliged (unless he is acquainted with the French language) to employ a ship-broker, who is alone authorized to act for him at the custom-house, or at any of the public departments. These ship-brokers, who act together, and who conduct their business with the assistance of the same

clerks and in the same bureau, purchase their places, and are making fortunes out of our ships. By treaties between France and some of the Italian States, and latterly with Chili, the French government have consented to allow captains of vessels of the nations so favored to transact their own business at the custom-house, or to ask the assistance of their consul for that purpose. The 4th article of the treaty with Chili is as follows :

“Ils (the citizens or subjects of the two countries) seront entièrement libres de faire leur affaires ; de se presenter en douane, devant les tribunaux et administrations publiques, soit par eux mêmes, soit par l'entremise des agents consulaires de leur nations. Ils pourient, aussi, se faire représenter par d'autres personnes, en se conformant aux lois en rigueur, dans leurs pays respectifs.”

(They shall be perfectly free to transact their own business ; to appear at the custom-house before the tribunals on public administrations as well in person as with the assistance of the consular agents of their nations. They can also appoint other persons to represent them by conforming to laws existing in their respective countries.)

Thus it will be observed that our vessels are *not* placed upon the footing of the most favored nation ; and, with great deference, I would add, that I consider the present time a happy moment for the removal of all these impositions upon our shipping interest.

2d. The commercial intercourse of the United States within my consular district is regulated by the general laws of France, and not by any local legislation.

3d. With the exceptions before mentioned, there are no privileges granted to other vessels arriving in Havre which are denied to American vessels.

4th. The conditions stipulated by the treaty of reciprocity between the United States and France, as regards the amount and character of port charges and other dues, are strictly observed at the port of Havre.

5th. Under the maritime laws of France the coasting trade can be carried on only by vessels under the national flag ; but this does not prevent American vessels from landing a part of their cargoes in one port of France, and proceeding with the remainder to one or several other ports in France ; nor of partially discharging their cargoes in France, and proceeding to a foreign port to discharge the remainder. No extra tonnage dues are exacted in either case.

6th. The moneys, weights, and measures in use here are those recognized by our custom-houses in the United States. The silver five franc piece contains $\frac{900}{1000}$ pure silver and $\frac{100}{1000}$ alloy. The gold twenty franc piece, $\frac{900}{1000}$ pure gold and $\frac{100}{1000}$ alloy ; estimated in the United States, the one at 93 $\frac{1}{2}$ cents, the other at \$3 83 American. Forty-five and one-third kilogrammes French are equal to 100 lbs. American, or 100 kilogrammes to 220 pounds American.

SECOND SERIES.

1st. It is almost impossible to make a satisfactory reply to the question respecting prices of articles shipped from Havre to the United States, in consequence of their great variety. Most of the goods shipped from this port came in transit from other parts of France, from Switzerland, &c., &c. The same remark will also apply to export duties ; no produce or goods of whatsoever nature or kind are exported from France free of duty. This duty is, however, in most instances merely nominal, or, as it is called, a “balance or weights duty,” and seldom exceeds $\frac{1}{4}$ per cent. on their weight or value. Some articles are allowed a premium on their exportation, varying in their amount ; whilst exportation of a few articles is altogether prohibited.

2d. The rates of insurance from Havre to the United States on the Atlantic vary from 1 to $1\frac{1}{2}$ per cent., and to San Francisco from 2 to $2\frac{1}{2}$ per cent. These rates do not include war risk. The freight on goods exported from Havre to the United States on the Atlantic may be estimated at from \$35 to \$40 per ton of 40 cubic feet, or of 1,000 kilogrammes, (2,240 lbs. American,) by steamer, with 10 per cent. primage, and from \$5 to \$12 per ton, with 10 per cent. primage, by sailing vessels; to San Francisco, by sailing vessels, from \$30 to \$40 per ton, with the same primage; 250 bottles, and sometimes 360 bottles, of wine are considered a ton, the freight being regulated accordingly. The commission for forwarding produce on goods from Havre to the United States is generally 3 francs per package, and on consignment of goods for sale (including guarantee) $3\frac{1}{2}$ per cent.

3d. The modes and terms of sale for articles received in Havre from the United States are nominally 4 months and 15 days credit from the date of contract; but payment in cash or approved bills is always expected before the goods are taken away, an allowance of $\frac{1}{2}$ per cent. per month for the difference of time being always made.

4th. There is no regular exchange between Havre and the United States. Manufacturers are generally reimbursed for goods ordered in the United States by bills at 60 days' sight, payable at Paris. Freight from the United States, by long usage, is paid at the rate of 5 francs and 25 centimes per American dollar.

5th. I transmit herewith a list of all articles and duties thereon known to me received from the United States at Havre.

6th. No internal taxes are levied by the government on goods imported into France. The octroi (town or local dues) is charged in every city or town of importance in France on meat of almost every description, and on wines, beer, and spirits entering them for the consumption of the place; but they are so complicated and vary so very materially in different places that it is quite impossible to particularize them. This tax is levied for the purpose of paying the municipal expenses.

7th. The wages of workmen vary according to the nature of their employment. Laborers receive 3 francs per day, finding themselves.

I transmit herewith a file of the latest price current of Havre, and beg leave to inform the department that I regularly send the price current of Havre to the appraisers of the United States.

List of the principal articles received from the United States at Havre.

Articles.	Fare allowed by the custom- house.	Duty per 100 kilos— "decime" or addi- tional tenth in- cluded.
Ashes, pot and pearl.....	12 per cent....	F. 16 50
Bark, quercitron	none	4 40
Beeswax	do	8 80
Copper, (ore free,) bars or cakes.....	do	11
Cotton.....	6 per cent....	22 00
Hay	none	11
Hemp	do	8 80
Hops.....	12 per cent.	
Lead	none	5 50
Lumber	do	Varying according to the kind.
Oil, lard.....	do	11 00
Oil, whale and spermaceti.....	12 per cent....	44 00
Pitch	none	3 85
Provisions, salt beef and pork.....	do	11 00
Rosin	do	5 50
Rice.....	do	2 75
Tallow.....	do	11 00
Tar.....	do	3 85
Tobacco, (free,) being a monopoly of the government.		
Whalebone	do	38 50
Wool.....	do	32 per cent. <i>ad val.</i>
Flour, wheat, corn, rye, oats, variable under the law of the sliding scale, which has been suspended, but which is not yet <i>abolished</i> .		

ANSWERS.

FIRST SERIES.

1st. The treaty between the United States and the government of France is faithfully adhered to.

2d. The commercial intercourse of the United States with this consular district depends only on regulations of the mother country, which are fixed as long as the treaty shall last.

3d. There are no privileges permitted to the commerce of any other nations that are denied to the United States. A number of other nations have, also, treaties with France; but those that have no treaty pay higher import duty on goods, and higher port charges on their vessels.

4th. The port charges levied on vessels of the United States are the same, and no more than the port charges levied on French vessels, except the tonnage duty, which is 94 cents per ton register, the same as the French vessels pay in the United States.

5th. The transshipment in vessels of the United States of goods is permitted to any port, except from a French port to another French port, which would be considered as a coasting trade; and no vessels of any nation whatsoever are allowed to do that trade, except the Spanish vessels, Spain having an ancient treaty with France to that effect.

6th. The moneys, weights, and measures known, and in common use at the ports of this consular district, are the same as those established by the supreme law of the mother country, and are the same all over France.

Amount and character of the port charges levied on American vessels and French vessels at the port of Nantes, the vessel being supposed to be of a burden of 299 tons per register, and drawing 11 feet American.

Port charges.	French vessels.	American vessels.
Sanitary board at St. Nazaire.....	(Fr.) 64 85	\$8 54
Entry of the vessel.....	12 00	2 28
Pilotage from Belle Ile to Paimbœuf.....	113 62	21 66
Pilotage from Paimbœuf to Nantes.....	60 55	11 53
Tonnage duty.....		287 00
River dues.....	47 10	8 97
Consular fees.....		4 00
Sixty tons of stone ballast, at 1.25 fr.....	75 00	14 28
Pilotage from Nantes to Paimbœuf.....	49 55	9 44
Pilotage from Paimbœuf to sea.....	35 10	6 68
Clearances out.....	12 00	2 28
Brokerage on 361 tons delivered, at 50 centimes.....	180 50	34 38

LA ROCHELLE.

E. B. BUCHANAN, *Consul*.

APRIL 18, 1855.

The size of this city and its commercial importance and connexion with the United States are so trivial and unimportant, that it is impossible to give any detailed answer to your circular

of October 8, 1853. (a) Most of the matters in relation to which questions are propounded in it have no existence here. I have, therefore, determined to send you a report of the commercial connexion which this district has with the United States.

The city of La Rochelle contains a population of 16,000. Two centuries ago, in the year 1600, it contained nearly 50,000. The memorable siege of 1620, with successive wars, disease, and famine, have reduced it to its present size. It is the capital of the department of the Charente Inferieur, the Lower Charente. This department is the chief brandy country of France, and from it comes all the fine French brandies. The town of Cognac, in the neighborhood of which are produced the finest brandies, is about forty miles from here, in the interior, on the river Charente.

The principal, and, indeed, the only articles of commerce in this consular district are the brandies of the department and sardines; the fisheries of the latter along the coast are yearly increasing in importance. The chief outlet for the productions is Bordeaux, in the Gironde, and Charente, in this department. The finer brandies are almost exclusively sent from these ports. England gets her brandy almost exclusively from Charente, and the United States take theirs chiefly from La Rochelle and Bordeaux.

The port of La Rochelle will not admit large vessels. No ship of over 350 tons can enter here since the construction of the famous dyke by Richelieu during the siege. The number of ships of this port in 1851 was 145, of an aggregate tonnage of 8,466 tons. In 1852, the number was 148, of a tonnage of 8,434. The proportion of vessels to the tonnage shows their character; they are almost entirely engaged in the fisheries.

The brandies of La Rochelle are inferior to those of Cognac, Surgères, and St. Jean d'Angely. They are very strong, and have the flavor which all the products of the grapes grown by the seaside have. They are used in the United States exclusively for mixing; one barrel of pure, it is said, making four of "brandy," by mixing with pure spirits, whiskey, &c. The exportations of brandy from this port in 1852 were 5,652,493 litres (quarts). In 1853 there was a slight reduction to 5,170,455 litres. The price had then begun to increase in anticipation of the failure of the vintage of 1854. The bad crop of that year, and the total failure of the vines to produce in large portions of the department, has brought brandy to its present price, never before known in this country, and which amounts to an almost total prohibition of exportation. The price of brandy in 1852 and 1853, which was from 70 to 73 francs (about \$14) per hectolitre, (26 gallons,) is now 160 francs. The result is, that exportation to the United States has almost entirely ceased; that, in order to lower the price and to effect sales, brandy, even by the proprietors in the country before it reaches the merchant, is mixed with other spirits of very inferior quality, and very cheap. A quantity of American whiskey has just been received by a large firm here, which will, probably, be used to mix with brandy, for the purpose of sending to the United States at a lower price.

Nearly all the brandies sent to the United States lately have been sent to San Francisco on consignment; some few to New York and Boston. The temperance excitement in some parts of the United States has deterred merchants here from sending on their own account. It is to be hoped that one of its beneficial results will be to arrest exportation until pure brandy, less noxious and poisonous than that now for export, can be had. There has been no shipment

(a) The information conveyed in this return, although in answer to the circular of October 8, 1853, is thought to pertain more properly to that of March 15, 1854, and is, accordingly, given with the answers to the latter circular.

from here of brandy since September last—the last American vessel which was here leaving in that month.

The exportation of sardines to the United States is immense, and is increasing. The fisheries commence about the middle of May, and last until the middle of October. The quantities consumed are enormous. Each evening, upon the return of the fishing-smacks, they can be bought for a few cents per dozen, and are an important part of the food of the poorer classes. These fish are better, and have a flavor, when put up in oil, which they otherwise have not. They are found in great plenty from the coast of Bretagne to the mouth of the Garonne. La Rochelle is the principal depot for the fishery. The quantity exported to the United States in 1852 was 59,340 kilogrammes; in 1853 the quantity was 76,737 kilogrammes. Last summer, I am told, the quantity exported to the United States exceeded 100,000 kilogrammes. Strange to say, more than one half of this exportation is for California.

The above articles are the only ones in which commerce with the United States is had. The wines of this department are but little exported. They have the sea taste, and are not to compare to those of Bordeaux. They are not even used by people in easy circumstances, and rank with our cider. The high price of wine has, however, led Bordeaux merchants to purchase large quantities of these wines this year to mix with their own. The consequence is, that for a higher price inferior wine is had. Ordinarily, the wine of this department is worth 3 or 4 cents per bottle; now it is worth 15 and 20 the inferior.

In relation to ship-building, about which information is sought in your circular of October 8, there is none here. The only vessels built here are little clippers of from 20 to 70 tons for the fisheries. There is but one brig of 200 tons belonging here which trades with the United States, and she was not built here. No vessel of more than 400 tons can be launched here.

The number of sailors is very small here. There are no young ones; the dull life of the fisheries is more suitable for the old tars who collect here, as at other fishing ports, from the commercial ones.

The utter meagerness of this report in point of information and detail must be attributed to the fact that there is nothing of interest to collect from the field which I am in. The most important fact for the government is the complete stagnation of the trade of this port in the only article of importance in point of capital in its connexion with the United States—that of brandy. The causes I have alluded to. If a good crop be not had this year, pure brandy will cease to exist, and there will be almost no commercial intercourse with the United States.

BORDEAUX.

L. K. BOWEN, *Consul*.

MAY 1, 1854.

In obedience to the requirements of the circular addressed me from your department, dated March 15, 1854, I have the honor to submit the following communication:

There is no particular information of any important character that I can add which has not been already communicated. (a) The extremely bad crop of wine in this district last year, and the consequent scarcity and high prices, have very materially lessened the amount of exports from this port to the United States during the present year.

The condition of commercial intercourse between the United States and France has impressed me with the conviction that a treaty between the two nations, whereby many severe restrictions

(a) "Consular Returns—Navigation."

to imports from the United States could be withdrawn, is seriously required. There are many articles of trade, the raw materials of which the United States could profitably furnish, and which France badly needs, but which cannot be exported on account of heavy duties. Because of the war, this is, however, not the time, perhaps, when a favorable treaty could be negotiated. One item, in particular, I would specify in connexion with this subject. English ships are here charged only one franc per ton of register for tonnage dues, while American ships are charged five francs per ton of register. This, on a small ship of five hundred tons, makes a difference against our ship of about four hundred dollars. Though the charge for tonnage dues on French vessels in the United States is the same, by the mutual renunciation of the duty in both countries, we would be so greatly the gainers that, for the sake of commerce, an abolition of this charge ought to be obtained.

I have taken pains to obtain correct information in relation to the queries submitted, and have the satisfaction to say that I believe the subjoined statements are substantially reliable :

ANSWERS.

FIRST SERIES.

1st. I am not aware, nor have I been able to learn, after careful investigation, of the violation of any treaty stipulations between this government and that of the United States.

2d. All the commercial regulations of this department are made conformable to the treaties between this government and the United States, and dictated by the general government. The existing ones are ordered for an indefinite period, excepting so far as relates to grains and breadstuffs, the duties upon which have been withdrawn, but are liable to resumption. The remission of these duties is made by the imperial government, and the contingency upon which it depends is the excess of demand over the supply at home. The present prospects favor a continuation of the decree beyond the period named.

3d. There are some privileges accorded to other nations in a commercial view and denied to the United States at this port. English vessels pay only one franc (18⁶/₁₀ cents) per ton of register for tonnage dues, while American vessels are charged five francs (94 cents) per ton of register. Spanish vessels are permitted the privileges of the coasting trade (in reciprocity with the French) and American vessels are not. In all other respects, I believe American vessels are allowed the same privileges as vessels of other nations, and subjected to no other restrictions.

4th. Port charges in Bordeaux are the same for American as for French vessels, viz:

Pilotage from Sea to Bordeaux.

Draught of water, English measure.	In winter.	In summer.	Draught of water, English measure.	In winter.	In summer.
<i>Feet.</i>			<i>Feet.</i>		
10½	\$26 50	\$23 00	15	\$45 90	\$39 78
11	28 05	24 30	15½	47 88	41 50
11½	29 70	25 75	16	49 90	43 22
12	31 25	27 37	16½	51 86	44 95
12½	31 25	27 37	17	51 86	44 95
13	33 00	28 80	17½	53 85	46 67
13½	41 45	35 91	18	55 85	48 42
14	43 88	38 03	18½	57 86	50 15
14½	45 90	39 78			

Winter pilotage is due from October 1st till the end of March. Each pilot is to remain on board three days. He is paid \$1 20 per day after that time. Towage by steam is not obligatory, and when used the charges are the same on all vessels, as follows :

Towage.	Tonnage—rates for towage by steam.				
	250 to 299.	300 to 349.	350 to 399.	400 to 449.	450 to 500.
To Bordeaux from—					
Lazaretto	\$0 90	\$0 92	\$0 96	\$0 98	\$1 00
Pamillac	80	82	86	88	90
Blaye.....	60	62	76	78	80
La Roque.....	56	58	72	74	76
Purgues.....	48	50	56	58	60
Lagrange	40	42	46	48	50
Bassens	28	3	34	36	38

Vessels carrying over 500 tons are charged according to draft of water, by private agreement with the company. Lazaretto dues, 25 centimes (5 cents) per ton of register. Brokerage, $1\frac{1}{2}$ francs (28 cents) per ton of goods put on board. The brokers are officers regularly licensed by government, and their charges are fixed by law. The charges on national vessels are the same as on all others.

5th. The transshipment of goods from one port of France to another is not permitted, though a vessel may discharge a part of her inward cargo at one port and proceed to another port to unload, taking in a part of her outward cargo at the first port, filling up at the second, if she chooses. To other countries than France, transshipments in American vessels are not prohibited nor charged with extra dues.

6th. The moneys, weights, and measures known and used here are those recognized throughout France.

SECOND SERIES.

1st. See table annexed—A.

2d. The rates of insurance in first-class vessels are 1 to $1\frac{1}{2}$ per cent. from Bordeaux to all ports in the United States, except San Francisco, to which it is $2\frac{1}{2}$ per cent.

The average rates of freight during the last year have been: \$8 to \$10 per ton to New York; \$7 to New Orleans; \$12 to Philadelphia; \$12 to Charleston; \$30 to \$35 to San Francisco.

When a vessel is chartered, the above rates are paid according to her registered tonnage, otherwise according to the measurement of the goods. The rates of freight are now increasing. The rates of commission are $2\frac{1}{2}$ per cent.

3d. Purchases and sales are always made through the licensed brokers. Goods for the United States are purchased at a credit of six months, with three per cent. discount for cash, except brandies, which are bought and sold for cash only.

4th. Exchange is not quoted between this place and the United States. Captains, when compelled to borrow money, have sometimes to pay 15 to 20 per cent. premium. Freight are always calculated and paid at the rate of 5 francs 25 centimes per dollar.

5th. Is given in the table—A.

6th. The internal or city tax, called "Octroi," on goods from the United States, is laid only on salt beef and pork, and is one mill per pound.

7th. Will be found in the table—B.

A.—Principal articles of export to and import from the United States, with prices, and import and export duties thereon.

Articles of export.	Prices. (a.)				Export duty.	Articles of import.	Import duty.
	Jul. 1853	Oct. 1853	Jan. 1854	May 1854			
Brandy, per gallon.....	\$1 08	\$1 28	\$1 43	\$1 28	About 1 mill per gallon.....	Cotton, per 100 pounds.....	\$1 68
Red wine, per ton of 240 gallons .	65 10	74 70	78 70	78 70	2 mills per 26 gallons.....	Bark, per 100 pounds.....	33
White wine, per ton of 240 gallons.	66 20	70 30	74 50	74 30	.....do.....	Tobacco, for government account only.....	
Vinegar, per ton of 240 gallons .	46 20	52 30	59 70	55 80	.....do.....	White wax, per 100 pounds.....	5 00
Olive oil, per dozen bottles.....	2 23	2 42	2 79	2 79	About 2½ cents per 100 pounds.	Yellow wax, per 100 pounds.....	67
Prunes, per pound.....	18	19	19	20	2½ cents per 100 pounds.....	Salt beef and pork.....	Free.
Empty bottles, per 100 (premium)	2 60	3 79	3 16	3 16	28 cts. per 221 pounds prem.	Oak staves of 51 inches in length and over, per 1,000 pieces.....	38
Almonds in shell, per pound.....	10	10½	11	11½	2½ cents per 100 pounds.....	Oak staves less than 51 inches long, per 1,000 pieces.....	28
Shelled almonds, per pound.....	15	15½	16	16	.....do.....	Pitch pine in logs roughly squared, for each 3¼ cubic feet.....	2
Sardines in oil, per box.....				50	.....do.....	Sawn pine, according to thickness, for each 3¼ cubic feet.....	3 to 19 cts.
Pickles in glass, per dozen.....				1 00 to 1 50	.....do.....		
Fruits in juice vary from.....				2 23 to 2 79	.....do.....		

(a.) The retail prices of the foregoing articles are from 20 to 25 per cent. higher than the figures quoted.

B.—Rates of wages and of personal service.

Directors of customs.....per year..	\$1,600 00 to \$2,400 00	Assistant clerks.....per year..	\$250 00 to \$300 00
Inspectors.....do.....	800 00 to 1,200 00	Ship carpenters.....per day..	75 cents.
Under-inspectors.....do.....	500 00 to 700 00	House carpenters.....do.....	65 cents.
Verificators.....do.....	200 00 to 500 00	Coopers.....do.....	60 to 65 cents.
Other officers.....do.....	200 00 to 500 00	Stone masons.....do.....	60 cents.
Subordinates.....do.....	120 00 to 160 00	Mechanics generally.....do.....	55 to 75 cents.
Merchants' book-keepers.....do.....	600 00 to 800 00	Agricultural laborers.....do.....	25 cents.
Principal clerks.....do.....	700 00 to 800 00	Ordinary laborers.....do.....	30 cents.

Mechanics and laborers work 12 hours per day, clerks from 7 to 8 hours.

ST. PIERRE, MARTINIQUE.

ALEXANDER CAMPBELL, *Consul*.

APRIL 27, 1854.

I have the honor to transmit you, herewith, answers to the interrogatories contained in your circular to consuls of the 15th March last. In the memoir contained in my despatch, in answer to the queries of your circular to consuls of October 8, 1853, (a) will be found some information relative to the questions answered in the enclosed.

ANSWERS.

FIRST SERIES.

1st. The terms of the treaties with France are adhered to in Martinique.

2d. The commercial relations of the island with the United States depend entirely on the

(a) "Consular Returns—Navigation."

regulations of the mother country, the local authorities having little or no power to interfere. The existing regulations are fixed for an indefinite period.

3d. The United States enjoy the same privileges as other nations. There are no special restrictions on any country.

4th. For port charges, see table annexed. They are the same on national vessels. United States and British vessels pay interpreters' fees, for which see table. National vessels pay no interpreters' fees.

5th. The transshipment of goods in vessels of the United States is not permitted to another port on the island. The transshipment of goods to a foreign port in United States vessels is permitted as in national vessels.

6th. The moneys, weights, and measures in use in the island are those of the mother country. Spanish and South American doubloons have a legal value of 86 francs 40 centimes. The federal value of the doubloon is \$15 60, and of the franc 18¹/₆ cents, which would give the doubloon here a federal value of 83 francs 88 centimes. American gold passes here in commerce for 5 francs 40 centimes per dollar. The government is occupied with the question of the currency at present. French silver of all kinds has been leaving the country, and can only be obtained at a premium of from 3 to 4 per cent. The federal value of the franc, as quoted above, is no longer correct, from the relative value of gold and silver having changed according to the value of moneys and exchanges in the United States, England, France, and the British and Spanish colonies. The legal value of the South American doubloon in French silver is only 80 francs, and that of the American gold dollar 5 francs. The state of things at present operates against the American trade here, as it wholly consists in American importations of wood, &c., which are paid for in American coin at an enhanced value.

SECOND SERIES.

The information required in a tabular form is not applicable to this colony. There are no exports to the United States, and the imports are chiefly confined to wood, &c., on which the duties are not heavy. The custom-house does not publish statements of duties sufficiently detailed to furnish the information. No insurances are or can be effected in the island. There are no regularly published prices current. In short, the whole population of Martinique does not exceed 130,000, and the importations are confined to its supply.

The only measure that would augment the commerce of the island with the United States would be a modification of the French tariff and navigation laws.

Harbor and port charges levied at the port of St. Pierre, Martinique, on all vessels.

Tonnage—vessels with general cargo....per ton..	\$0 53 ⁷ / ₁₀₀	Health visit—vessels of over 200 tons, each vessel..	\$2 79
Tonnage—vessels with wood.....do.....	29 ⁷ / ₁₀₀	Pilotage—vessels under 30.....tons.....do.....	3 25 ¹ / ₂
Buoys—vessels from Europe .....each vessel..	3 72	Do.....do.....31 to 60.....do.....do.....	6 51
Buoys—vessels from America.....do.....	93	Do.....do.....61 to 100.....do.....do.....	9 76 ¹ / ₂
Anchorage.....do.....	2 05	Do.....do.....101 to 150.....do.....do.....	14 65
Permit.....do.....	93	Do.....do.....151 to 200.....do.....do.....	17 90 ¹ / ₂
Passport.....do.....	1 12	Do.....do.....201 to 250.....do.....do.....	21 16
Health visit—vessels of 100 tons.....do.....	1 12	Do.....do.....251 to 300.....do.....do.....	24 41 ¹ / ₂
Do.....vessels of 101 to 150 tons.....do.....	1 67	Do.....do.....300 to 350.....do.....do.....	27 67
Do.....vessels of 151 to 200.....do.....do.....	2 23	Do.....vessels over .....350.....do.....do.....	30 92 ¹ / ₂

Interpreters' fees, payable by United States and British vessels, at St. Pierre.

On vessels of 15 to 30 tons, each vessel, \$2 79; do. 31 to 60 do., \$4 65; do. 61 to 150 do., \$6 51; do. 151 to 200 do., \$8 37; do. over 200 do., \$11 16.

ALGIERS.

JOHN J. MAHONY, *Consul*.

JUNE 6, 1855.

I have the honor to acknowledge the receipt of your despatch, bearing date April 24, 1855, informing me that I had not replied to the circular of March 15, 1854.

I regret to have to say that the copy which I have just received is the first one that has reached me. Enclosed you will please find answers to said circular, and I hope they may prove satisfactory.

I find no records on the books of this consulate to show what commerce, if any, existed between the United States and Algiers during the years 1851, 1852, and 1853; and, as it would be useless to apply at the custom-house for the required information—the books for these years having been forwarded to Paris, I feel a delicacy about writing to the latter place for statistics that I ought to have found among the archives. It is impossible for me to procure copies of all the decrees, enactments, imperial orders, &c., appertaining to the commercial regulations of this colony, as each bureau receives but one copy of them for its own use, and it would require many weeks to copy them.

ANSWERS.

FIRST SERIES.

1st. It is to be regretted that there so seldom occurs an occasion to test the faithful fulfilment of the existing treaty at these ports. In the commercial treaty between the United States and France, made at Washington on the 27th of June, 1822, no mention is made of the colonies of the latter nation, and yet I am almost sure I noticed a decision where it was ruled that “treaties between France and foreign powers do not extend to her colonies unless it be expressly stated.”

2d. The commerce of this colony is regulated by decrees of the Emperor and the Governor-General, and as the latter has great power to change them, (which he exercises very freely,) I might say they are all temporary.

3d. By treaties between France and Sardinia, dated August 21, 1843, and November 5, 1850, (a translation of which I had the honor to forward to the department with despatch No. 5,) vessels of the latter nation, when making the voyage direct from that country to any port in this colony, pay only 2 francs, or 38 cents, per ton harbor duty; and they are exempt from it when laden with grain, live cattle, forage, vegetables, dried fruit, charcoal, and building materials; whereas all other vessels trading here have to pay 4 francs, or 76 cents per ton—Tuscany alone excepted, as she by treaty enjoys the same privileges as Sardinia. There are no restrictions imposed on the commerce of other nations that are not on that of the United States.

4th. Our merchant vessels have to pay in these ports, per ton, (French measurement,) the following port charges, viz: Harbor duty, 76 cents; pilotage, 3 cents; anchorage, $1\frac{1}{2}$ cent; and hospital money, $1\frac{3}{4}$ cent; also all foreign vessels that are obliged to go into quarantine must pay $12\frac{1}{2}$ cents, which is 3 cents per ton more than French vessels pay. There is also a small charge for a bill of health or passport. National vessels have to pay pilotage only, and

the tariff is, for bringing in and carrying out a ship-of-the-line, \$9 40; a frigate, \$7 52; a corvette or store-ship with three masts, \$5 64; brigs-of-war and all light sailing vessels, no matter what their rate, \$3 76. Steam-vessels only pay 50 per cent. of the above prices.

Foreign vessels are exempt from the harbor duty under the following circumstances: 1st. When they are forced to enter by stress of weather. 2d. When they arrive in ballast, and load with the produce of France or Algiers. 3d. When having paid the harbor duty in one port of Algiers, they go to another one in the colony to finish discharging, but without taking anything on board.

5th. United States vessels cannot trade between the ports of France or her colonies, unless in the service of the government.

6th. The moneys, weights, and measures of this colony are the same as those established by the supreme law of the mother country.

SECOND SERIES.

As there has been no commerce between the United States and Algiers within the time specified in the "circular," therefore there are no answers to the 1st, 2d, 3d, 5th, and 6th inquiries.

4th. The average rate of exchange for the year referred to was 5.08. I could not give it per month, as it frequently happened there was no transaction. The true par of exchange between the United States and these ports is 5.32.

7th. Laborers and porters receive from 30 to 70 cents per day, the price varying according to their intelligence and the trust reposed in them. Accountants, clerks, &c., get from \$200 to \$700 per annum, and mechanics about \$1 per day.

SPANISH DOMINIONS.

SPANISH DOMINIONS.

CADIZ.

ALEXANDER BURTON, *Consul*.

SEPTEMBER 5, 1854.

I have to acknowledge the receipt of your circular letter of the 15th of March, but it has been impossible to reply thereto at an earlier date, owing to the prevalence, at Cadiz, of cholera.

A considerable part of the information asked in that letter has, at various times, been furnished from this consulate to the department; and in particular by letter 121, of 27th March last,^(a) which also stated the difficulty of obtaining information in this country, where the press is not free, nor the archives of public offices open to general inspection, and official reports confined to their respective departments of the government, and rarely published.

The last edition of the Spanish tariff, with instructions to the custom-houses, was published by government March 1, 1852. On the 10th of September following, a royal decree ordered abatements to be made in the duties on certain articles, as appears in manuscript notes inserted in their respective places in the copy of the tariff herewith. A posterior decree of May 12, 1853, states, that in view of the small amount of revenue collected on a number of imported articles of trifling value, 456 of them, enumerated in the official boletin, No. 63, were to be admitted free of duty. But a proportion of these 456 articles thus declared free were again subjected to payment of duty, as appears by royal order in the official boletin, No. 69. Copies of the tariff and of said boletins are herewith, in appendix Nos. 1, 2, and 3.

The custom-house tariffs and regulations in this country are in such a state of confusion that it is difficult even for the employés themselves to understand them.

A royal decree was published in November, 1852, respecting foreigners resident in the Spanish peninsula and adjacent islands; their classification, rules to be observed by them during their residence in the country, their civil condition, rights, and obligations, as also respecting foreign vessels; for copy thereof, see appendix No. 4, official boletin, No. 144.

By royal order of June 14, 1854, the shipping of the United States in the ports of the peninsula and adjacent islands, with respect to port and navigation dues, are placed on the same footing as Spanish vessels in the United States. Copy herewith, No. 5.

In reply to the interrogatories in the circular of 15th March, and in the order in which they stand, the following answers are given:

ANSWERS.

FIRST SERIES.

1st. The terms of the treaties now in force between the United States and Spain are faithfully adhered to, no deviation therefrom being known to this consulate.

2d. The commercial intercourse with the United States and that of other nations at Cadiz and the neighboring ports depends solely on the general laws and regulations of the supreme

^(a) "Consular Returns--Navigation."

government at Madrid, and they are considered permanent; but by the same authority they may be modified or changed.

3d. All foreign nations, with respect to commerce and navigation with Spain, are placed on a like footing. No privileges in relation thereto are granted to any nation that are denied to the United States.

4th. The amount and character of the port charges, and other port dues levied within this consular district, on shipping under the flag of the United States and other nations, appear in appendix No. 6.

5th. The coasting trade from one port to another in Spain is forbidden to foreign vessels, nor is the transshipment of goods permitted in vessels of the United States, or other foreign nation. Merchandise may be landed in the public deposit for one or two years, and afterwards exported to foreign countries under any friendly flag, on payment of one per cent. ad valorem on placing in deposit, and one per cent. additional when so exported.

6th. *Moneys, weights, and measures.*—A royal decree of April 15, 1848, ordered the adoption of a new monetary system throughout the Spanish dominions, as follows:

The monetary unity to be a silver coin called a *real*, 173 of which to be coined from the marc of silver of 4,608 grains: the standard of silver and gold to be coined hereafter to be 900 thousandths of fine and 100 thousandths of alloy.

Gold.—The doubloon of Isabel 2d = 100 reals = \$5.

Silver.—The dollar = 20 reals = \$1; the half dollar or Escudo = 10 reals = 50 cents; the peseta (or pistareen) = 4 reals = 20 cents; the half peseta = 2 reals = 10 cents; the real = 1 real = 5 cents.

Copper.—The half real = $2\frac{1}{2}$ cents; the tenth of real = $\frac{1}{2}$ cent; the double tenth of real = 1 cent; the half tenth of real = $\frac{1}{4}$ cent.

The order of accountability will be as follows: 1 doubloon of Isabel = 10 escudos = 100 reals = 1,000 decimos; 1 escudo = 10 reals = 100 decimos; 1 real = 10 decimos

The present coins of gold and silver continue in circulation at their nominal value.

Weights and measures.—By a law of the Spanish Cortes, of July 19, 1849, a new and only system of weights and measures was ordered to be adopted throughout the Spanish dominions, and to come into use on the first day of the year 1853, previous to which time it was to be taught in the public and private schools.

The period for its commencement was afterwards deferred to 1855. The system is decimal, and is like that used in the neighboring empire of France, which is well known in the United States. The weights and measures are likewise described by the same four elementary words, which are *metre*, *area*, *litre*, and *gramme*. The composite words are found by prefixing *deci*, *centi*, and *milli*, in respect to decimal division, and prefixing *deca*, *hecto*, *kilo*, and *miria*, in respect to decimal collection; the three former are to be considered as divisors, and the four latter as multiples—all applicable to each elementary weight, and to each elementary measure. The basis of this system is a measure equal to the ten-millionth part of the distance from the north pole to the equator, and to be called a *metre*. The metre is the elementary measure of every other measure.

* * * * *

A printed pamphlet in appendix No. 7 contains the laws and all particulars relating to the new system of weights and measures, with the former ones, and also relating to the new monetary system.

SECOND SERIES.

1st. No exact account of imports and exports or of their value can be given, masters of American vessels not being obliged to present manifests of their cargoes at this consular office, but the following is nearly accurate: The imports from July 1, 1853, to June 30, 1854, consisted entirely of rough white oak staves, for wine casks—760 long thousand in all. The duty payable thereon is \$2 15 per 1,000. There were also 3,841 hlds. of tobacco for the monopoly of the Spanish government. The exports were principally salt, wine, liquorice paste, corks, &c.

Prices.

Articles.	Wholesale.	Retail.
Salt.—It is a monopoly of the government, and can only be sold by individuals for exportation to foreign countries. 580,400 bushels were shipped to the United States.	The average wholesale price for exportation, $3\frac{1}{2}$ cents per bushel.	The fixed price of sale for this article for consumption in Spain differs according to distance from the sea.
Wine.—The prices of wine vary greatly, according to quality—the highest priced and finest qualities are sent to England, the inferior kinds to the United States. 3,720 pipes (equal thereto) were exported.	From \$40 to \$400 per pipe of 130 gallons.	The wine generally consumed in the country is the common red and white, of low quality, costing from 20 to 30 dollars per pipe, and retailed at about 10 cents per bottle.

Liquorice paste, \$11 per cwt. in mass; 2,374 cases, \$12 50 per cwt. in rolls. This article is generally shipped by the manufacturers on their own account.

Corks—3,684 bales, from \$10 to \$15 per bale of 15,000.

Corkwood—149 bales, \$2 to \$4 per cwt.

Olive oil—20 pipes, 67 to 80 cents per gallon.

Olives—3,000 jars, 15 to 17 cents per jar.

Lead—2,820 tons, \$3 75 to \$4 per cwt.

Red lead—120 barrels, \$4 50 to \$4 60 per cwt.

Vermillion—200 cases, \$7 per 100 pounds.

There are no regular price current sheets printed and published within this consular district; occasional quotations in the newspapers of a very few trifling articles are not to be relied on.

2d. Insurances on American vessels and cargoes are in general effected in the United States. Insurances for Spanish account are usually made in Spain, England, or France. The premiums charged at Cadiz on Spanish products to the United States are $1\frac{1}{2}$ to 2 per cent. Freight on wines is from \$8 to \$10 per ton of two pipes, and in that proportion for an equal bulk, or forty cubic feet of other merchandise. Salt is generally shipped on the vessels' account and not on freight. American shipping, after delivering outward cargoes of cotton, &c., at Northern European ports, come to Cadiz in ballast to load salt for owners' account; and any gain thereon is considered as the freight. Commission on sale of imports is $2\frac{1}{2}$ to 3 per cent. and brokerage $\frac{1}{2}$ to 1 per cent.; on purchases and shipments of salt, 3 per cent; on other merchandise, $2\frac{1}{2}$ per cent., with brokerage 1 per cent.

3d. Modes and terms of sale. Salt is sold for cash. Vessels arriving in ballast generally

bring specie or a credit on England or France, and bills are drawn thereon at a current rate of exchange on those countries, which on England has averaged throughout the present year 51 pence sterling for a Spanish dollar, equal to the American dollar of 100 cents. Wines are usually paid for by bills of exchange on England at three months' date, and sometimes are taken in barter for staves imported from the United States. Other articles of Spanish products may be obtained on a credit; but in such cases interest for the time is added to the price.

4th. There is no regular exchange between Cadiz and the United States. Bills on the latter country are very seldom negotiated at this place; and in the casual instances that may occur, it is generally at a loss of 6 to 8 per cent. on the bill. Payments for shipments of merchandise from hence are generally made by bills on England, at about 51 pence sterling per dollar.

5th. The duties on imports are specified in the Spanish custom-house tariff herewith, which came into operation in March, 1852; and it will be seen thereby that *raw* materials of permitted importation, and not produced in Spain, pay from 1 to 14 per cent. ad valorem; and the like materials produced in Spain pay 25 to 50 per cent.

6th. The produce and manufactures of Spain are exempt from export duty. There is a territorial contribution of 12 per cent. on the rent of all landed property; also, an industrial and commercial subsidy levied on all trades, occupations, and professions, which are divided into many classes, according to the extent of their dealings.

7th. Rates of wages in the various branches and occupations of labor and of personal service in the business of commerce and trade are as follows:

Mechanical.—Ship carpenters, sail-makers, caulkers, blacksmiths, coopers, copper smiths, plumbers, block-makers, cutlers, armorers, &c., 75 to 90 cents per day; shoemakers, tailors, glovers, weavers, &c., 40 to 50 cents per day; house carpenters, painters, plasterers, masons, &c., 50 to 70 cents per day; tanners, curriers, hatters, printers, bookbinders, 60 to 70 cents per day. All the above persons subsist themselves.

Agricultural and ordinary.—Vine dressers, gardeners, mason laborers, stone hewers, sawyers, &c., 30 to 40 cents per day; field laborers, 20 to 30 cents per day.

Laborers on board of vessels, 75 to 100 cents per day. All the above persons subsist themselves.

Personal service.—Men house-servants, \$3 to \$8 per month; women ditto, \$2 to \$4 per month and maintenance.

Seamen, \$10 to \$12 per month.

Port dues on foreign vessels at Cadiz.

By royal order of December 17, 1851, foreign vessels entering the ports of Spain, whose governments have not a treaty of reciprocity with this country as to port dues, are to be subject to the payment of the following:

Light-house.....	10 cents	} per ton of 2,000 pounds.
Anchorage	10 “	
Loading	25 “	
Unloading.....	25 “	

The anchorage and light dues are to be paid at the first port of arrival; loading and unloading as often as either takes place. Spanish vessels and those of foreign nations having treaties of reciprocity with Spain pay one-half of the above-mentioned dues, according to a royal order of June 4, 1852. The shipping of the United States are placed in the same favorable class as

Spanish vessels, by royal order of June 14, 1854. Vessels arriving in ballast, and loading cargoes, (salt excepted,) pay—

Light-house.....	5 cents	} per ton.
Anchorage	5 “	
Loading and unloading.....	12½ “	

Vessels arriving in ballast and loading cargoes of salt are exempt from payment of light-house, anchorage, and loading dues.

Pilotage from sea to bay.....	\$9 03
Pilotage from bay to Puntales	8 00
Shifting anchorage, as often as takes place.....	4 00
Pilotage outwards, from Puntales to sea.....	15 30
Anchorage in the bay.....	3 75
Harbor dues (Limpia de Puerto).....	50
Captain of the Port fees.....	40
Governor of Puntales, for anchorage there.....	3 75
Do.....for ground to bury deceased Protestants, each.....	8 00

MALAGA.

JOHN SOMERS SMITH, *Consul*.

JANUARY 26, 1854.

In conformity with instructions from the department, in circular of June 1, 1853, I have the honor to submit a few statistics relating to the city and province of Malaga, and the kingdom of Granada, which is included within this consular district.

Malaga, situated near the western extremity of the Mediterranean, occupies one of the most sheltered positions on the southern coast of Spain, lying at the extremity of a fertile *vega*, of six leagues long, and three wide, irrigated by the river Guadalhorce; and the province to which it gives its name contains over 100 villages, which, according to the last census, number 338,442 inhabitants, within a district of 270 square leagues, and is represented in the Cortes by ten deputies. The city of Malaga contains a population of about one hundred thousand, which is included in the foregoing estimate.

The principal attention, in this province, is devoted to the cultivation and exportation of fruits and wines, and during the vintage this port is frequented by vessels of most nations. This province is bounded on the north by Cordova and Seville, the agricultural products of which are oil and grain; on the east by Granada, west by Cadiz, and its southern shores by the Mediterranean. The foreign commerce of Malaga consists of importations of Spanish colonial produce: hides, cocoa, &c., from South America; coals, machinery, and fire-brick from Great Britain; codfish from Newfoundland; staves from the United States, and two or three cargoes of cotton, the latter by Spanish vessels; butter and cheese from Holland, and lumber from the Baltic. These cargoes are brought generally by vessels of the countries where they are produced, excepting from the Spanish colonies and South America. There is an extensive coasting trade carried on with the neighboring districts, and in fact with all Spain, chiefly by small lateen crafts.

The value of fruits, consisting of muscatel and other raisins, almonds, lemons, grapes, figs, olives, &c., exceed \$2,000,000 annually, and about two-thirds is shipped to the United States.

Of wine the annual production is estimated at about 25,000 butts, present value, \$1,200,000; considerable shipments are made to different parts of Europe, the United States, and South America, but the greater proportion is consumed at home. Oil, of which the consumption in this country is enormous, is occasionally shipped in considerable quantities to Russia, England, France, and Germany, particularly when the Italian crop proves defective, and prices here will admit of its being exported; large shipments of this valuable commodity cause a demand for staves of best quality, and afford work to the laboring classes, and are felt in the exchanges.

The exportation the last year from this port, Seville, and its vicinity, may be estimated at about 1,000,000 of arrobas, valued at \$3,000,000.

The chief mineral productions are lead and iron: of the former it is estimated that 47,500 tons are annually produced in the kingdom of Granada and the neighboring coast as far as Carthagena; it is shipped from Malaga, Adra, Almeria, and Carthagena, to all parts of Europe, and to the United States; and its annual value amounts to about \$4,000,000 at the present prices. Of iron, the principal mines are near Marbella, ten leagues west of Malaga, where the ore, which yields largely and is very malleable, is reduced and forwarded to this place, where there are two very extensive iron foundries. There is a large cotton factory here, chiefly for the manufacture of coarse fabrics, a chemical establishment, and a number of small establishments for silks, linen, cotton, and yarns, worked by hand-looms; also several paper mills, tanneries, gas works, and manufactories of white lead, paints, nails; also numerous soap factories, and many others of minor character. At Antiquera, a few leagues in the interior, are cloth factories, and there are various silk and paper factories at Granada.

Malaga contains a fine cathedral, many churches, bishop's palace, and a custom-house. The last named is a very extensive edifice, with offices, public stores, and residences for the heads of the revenue department. A civil and military governor presides over the city and province. The captain-general for this district resides in Granada. There is a military force of about 1,500 men stationed here. Malaga possesses good bathing establishments, an amphitheatre or Plaza de Toros, capable of seating comfortably 12,000 spectators, a theatre, good public promenades, and a beautiful alameda. The city is well supplied with water, and has a good market. There is an Episcopalian congregation in the place, and a very beautiful cemetery, granted to the British government by Ferdinand VII, being the first established in Spain. It is situated at the eastern extremity of the port and comprises two acres of ground.

The establishing of schools, hospitals, and asylums evince considerable public spirit. Railroads are much in favor throughout Spain, and companies are forming in all quarters. One is now projected from this to Cordova, with a branch to Granada. The route has been surveyed, and it is said that it will be finished in three years. Should this road be completed, it will greatly increase the trade of this port, as the present mode of transportation by wagons and beasts over bad roads is very expensive, and doubles the cost of agricultural products from the interior. A free communication by railroad will develop the agricultural and mineral resources of this country, which are very abundant, and will compel the government to seek reciprocity, make commercial treaties, and adopt a liberal policy more in accordance with the spirit of the age.

The port is sufficiently commodious for the trade of the place. Merchant vessels enter and moor with a pilot; the harbor is a safe one, being protected by a mole or breakwater from the heavy Levanters and southeast winds.

The quarantine regulations are very strict, and in some instances quite unjustifiable. Ameri-

can vessels suffered severely last vintage by protracted quarantines, and also by being ordered off to Mahon, in consequence of fabricated reports of yellow fever existing in New York. These measures were checked, and the subject has been represented to our government, and no doubt steps will be taken to protect our commerce from such detrimental annoyances for the future.

The climate of Malaga is considered one of the finest in Europe. The thermometer seldom falls as low as 45 degrees, the mean temperature throughout the year being from 55 degrees to 85 degrees. It is resorted to by invalids, chiefly from England and occasionally from the United States, for pulmonary complaints.

At Carratraca, about seven leagues north, the sulphur baths are quite celebrated, and are visited in the summer months from all parts of Spain, particularly for scrofulous diseases. Excursions are frequently made to Granada to admire the Moorish antiquities. There is communication every few days between Marseilles and Cadiz by several lines of Spanish and French steamers that touch at all the intermediate ports, some of them going as far as Lisbon. A steam company was formed last summer at Gibraltar for towing vessels through the Straits, which was availed of by many of the early fruit-traders to the United States.

The foregoing report has been hastily drawn up, and as returns in this country are very imperfectly made, it is difficult to arrive at correct conclusions. The commercial data are taken from the best authorities, and are as proximate as can be reached.

THOMAS CLERKE, *Acting Consul*.

AUGUST 15, 1855.

ANSWERS

To queries contained in the circular from the Department of State of 15th March, 1854.

FIRST SERIES.

1st. No treaty of commerce exists between the United States and Spain. The treaty of October, 1795, is one of friendship, limits, and navigation; the principal object of which was to settle the boundaries which divided the Spanish colonies of East and West Florida from the United States; to secure to the citizens of the latter country the navigation of the Mississippi; to provide for the safety of property in time of war, either between those two nations, or one being at war with another, power to arrange upon what terms the ships of the other should be allowed to trade with the enemy. The treaty of February, 1819, is that by which the Floridas were ceded to the United States. There are no other treaties between the two governments.

2d. The commercial intercourse of the United States with this consular district depends as well upon the regulations of the general government as upon those of the local authorities, the latter being especially remarkable for their arbitrary character. The regulations are not fixed for a definite period, but are constantly undergoing changes, which depend upon no other contingencies than the arbitrary will of the individuals in authority. I allude more especially to the regulations of the "Junta de Sanidad," (Board of Health,) which, though local, appears to be invested with absolute power. They can order a vessel to Mahon to perform quarantine, or to remain a certain number of days in port under observation, which is equivalent to the performance of quarantine, and this without the slightest cause for suspicion, the vessels bringing clean bills of health, and the port and city of Malaga infested at the same time with cholera, the deaths being at the rate of 100 a day.

3d. With the exception of the regulations of the Board of Health, which appears to me decidedly and especially adverse to the encouragement of American commerce, no privileges are permitted to the commerce of other nations which are denied to the United States, nor are any restrictions imposed on the commerce of other nations from which that of the United States is exempt. I think that quarantine regulations press more heavily upon American vessels than upon those of other countries. At present vessels from the United States are made to perform seven days' quarantine, while those from England and other countries perform none. This, it is true, is without any discrimination as to the flag; yet, nevertheless, as by far the greater number of the vessels trading between this port and the United States sail under the American flag, it operates as a restriction upon American commerce. I believe both New York and Boston are free from any contagious diseases, while at this port at the present time the people are dying of cholera at the rate of 100 per day. The Board of Health, however, affect to entertain suspicions, notwithstanding clean bills are brought, endorsed by the Spanish consul at the American ports.

4th. The port charges, and other dues levied upon vessels of the United States and those of Spain, are as follows:

By decree of 3d January, 1842, the United States flag is placed upon an equality with Spanish vessels in navigation and port dues, viz:

CUSTOM-HOUSE CHARGES.

Faros, or light dues, 1 real, or 5 cents, per ton. Fondeadero, or anchorage, 1 real, or 5 cents, per ton. Discharging cargo, $\frac{1}{8}$ of a real, or $\frac{5}{8}$ cents, per quintal (100 lbs.) on weight of goods discharged from the vessel. Cargo, or lading, $\frac{1}{8}$ of a real, or $\frac{5}{8}$ cents, per quintal (100 lbs.) on the weight of goods laden.

CHARGES OF THE BOARD OF HEALTH.

Spanish vessels.	Foreign vessels.
Health visit on every vessel of from 1 to 20 tons 10 reals, or \$0 50	Health visit on every vessel of 3 masts \$4 90
Do. do—21 tons and upwards..... 20.....do.....1 00	Do.....do.....3.....do.....3 00
Bill of health..... 6.....do..... 30	Bill of health..... 50
For every day in quarantine..... 6.....do..... 30	For every day in quarantine 40
Fumigation.....130.....do.....6 50	Fumigation..... 6 50
Cost of fumigation..... 10.....do..... 50	Cost of fumigation..... 50
Inspecting provisions or cargo subject to damage..... 59.....do.....2 95	Inspecting provisions or cargo subject to damage.... 3 35

5th. The transshipment of licit merchandise to Spanish vessels from all foreign vessels in this port, and only for ports in the peninsula, is permitted. The goods, however, must first be landed, counted, weighed, stamped, and the weight marked on the packages, and then re-embarked, free of any government charge for any other port where there may be a custom-house to collect the duties. The transshipment in vessels of the United States of goods to another Spanish port is not allowed, but transshipment to a foreign port is permitted, provided the cargo is discharged and placed in depot, and a levy or tax of one per cent. paid.

6th. The moneys, weights, and measures, known and in common use at this port, are the same as those established by the supreme law of the nation. The gold money principally in

circulation in Spain is the Spanish doubloon, and its fractional parts, also a new coin, but lately issued, called "Isabellinas," of the value of five dollars, or one hundred reals. The silver circulation of this country is chiefly the five franc piece, at the valuation of 19 reals, or 95 cents. The pillared and unpillared Spanish coins consist of quarter dollars, (25 cents,) or 5 reals, (peseta, value of 4 reals,) and their fractional parts. Very few Spanish dollars are circulated; large sums have been taken to France, by which operation considerable profits have been realized. This, together with the export to China, has, in a great measure, drained Spain of the Spanish pillared dollars. There has been no variation in the weights and measures of this country for many years, nor is any likely to occur.

SECOND SERIES.

1st. A tabular statement of wholesale and retail prices, at the ports within this consular district, during the year commencing on the 1st July, 1853, of all commodities exported to the United States upon which duties are levied under existing laws, as of such as are so exported free of duty, is subjoined. The only article of export upon which a duty is levied is lead, which pays $2\frac{1}{2}$ cents per 100 lbs. when exported in Spanish vessels, and $7\frac{1}{2}$ cents per 100 lbs. when exported in foreign vessels.

Articles.	Wholesale.	Retail.
Raisins	$\left\{ \begin{array}{l} \$1\ 90\ \text{to}\ 2\ 00\ \text{per box, layers} \\ 1\ 20\ \text{to}\ 1\ 50\ \text{per box, bunch} \\ 5\ 50\ \text{to}\ 6\ 50\ \text{casks of 100 lbs. (sun raisins)} \end{array} \right.$	$\left\{ \begin{array}{l} \$0\ 05\ \text{to}\ 08\ \text{per lb., layers} \\ 3\ \text{to}\ 4\ \text{per lb., bunch} \\ 4\ \text{to}\ 5\ \text{per lb., sun} \end{array} \right.$
Wine	$\left\{ \begin{array}{l} 9\ 00\ \text{per quarter cask, dry} \\ 10\ 00\ \text{per quarter cask, sweet} \\ 5\ 50\ \text{Indian barrels} \end{array} \right.$	$\left\{ \begin{array}{l} 10\ \text{to}\ 15\ \text{per pint} \\ 1\ 00\ \text{to}\ 1\ 50\ \text{per barrel of 4 gallons} \end{array} \right.$
Lemons	1 90 per box	3 to 4 per dozen
Grapes	2 20 per barrel	2 to 3 per lb.
Lead	3 50 to 4 00 per 100 lbs	8 to 10 do.
Liquorice paste	10 00 per case of 100 lbs	6 to 9 do.
Liquorice root	4 00 per 100 lbs.	3 to 4 do.
Mats	2 25 per dozen	20 to 22 each, and 10 to 15 cts. per yard.
Bird seed	1 95 per barrel	6 to 8 per lb.
Red lead	4 50 do	20 to 22 do.
Olive oil	85 per jar	9 to 10 do.
Olives in jars	1 30 do	15 to 20 per jar
Oranges	1 30 to 2 00 per 1,000	6 to 8 per dozen
Orange peel	2 50 per ceroon of 150 lbs	8 to 9 per lb.
Figs	45 to 60 per 25 lbs	3 to 4 do.
Almonds—shelled	2 80 to 3 00	21 to 22 do.
Almonds—soft-shelled	4 50 to 5 75	7 to 8 do.
Plums	80 per box	4 to 7 do.

2d. Insurance hence to the United States is done at Malaga, at the rate of $1\frac{3}{4}$ to 2 per cent. Most of the risks are in policies, open in the United States, or ordered in England, at not over $1\frac{1}{2}$ per cent. premium. Freight varies from \$6 a \$10 per ton, of 8 quarter casks, 14 bbls. wine, 80 boxes raisins, 80 drums figs, 40 kegs grapes, 20 kegs raisins, and 20 boxes lemons. Commission, to a Malaga fruit trader, is not a customary charge as such, owing to the complicated

nature of the trade, involving many branches, and requiring considerable advances of cash capital, so that there exists at least 10 per cent. between the market values of items of fruit and wines and their invoice cost on board. For purchasing and shipping lead, it is usual to charge $2\frac{1}{2}$ per cent. commission; upon wines it may be said that no commission is charged for the purpose of buying and shipping. On invoices of wine, shipped to the United States, a commission of $2\frac{1}{2}$ per cent. is charged, merely to comply with the revenue laws of the United States.

In regard to fruit, which is the principal article of export, some shippers place it on board at a fixed rate, which covers every charge, except a commission of $2\frac{1}{2}$ per cent., which is added to the invoice; others charge the actual expenses paid, such as inspecting, marking, nailing, cartage, lighterage, and brokerage, besides the commission of $2\frac{1}{2}$ per cent. It seems to be understood, however, that, although there is but $2\frac{1}{2}$ per cent. commission charged, at least $2\frac{1}{2}$ per cent. more is also added on the first cost of the fruit, so that the actual commission is equal to 5 per cent. on transacting the business.

3d. The produce of this country is bought invariably for cash, without discounts or allowances of any kind, as it consists principally of fruits, wines, and oil. It is advanced upon, in many instances, in anticipation of the crop, and sold for cash to refund said advances. Merchandise brought from the countries is usually sold on a credit of three, four, or six months. The only article imported from the United States, in American vessels, is staves, which are sold generally at a credit of from four to six months, and sometimes exchanged or bartered.

4th. The usual discount on bills is 6 per cent., drawn at 30 days. There is no regular course of exchange between this country and the United States, and reimbursements are made through circuitous channels.

5th. Since the suppression of the "Puertas de Consumo," or gate dues, there are no duties levied upon products from the interior, nor is there any import upon fruit at present. The only article of export upon which duty is levied is lead, which pays $2\frac{1}{2}$ cents per 100 lbs., when exported in Spanish vessels, and $7\frac{1}{2}$ cents per 100 lbs., when exported in foreign vessels.

Duties on imports from the United States.

	Additional.	National flag.	Ditto, foreign.
Staves, all sizes. per M.	6 per cent.	\$1 80	\$2 65
Beef. per 25 lbs.	do.	65	1 00
Smoked and dry, &c. do.	do.	1 30	1 00
Butter. per pound.	do.	15	20
Codfish from the fisheries. per 100 lbs.	do.	2 35	2 50
From other places. do.	do.	2 77	3 25
Rosin. do.	do.	75	75

On rice the duty amounts to a prohibition; on naval stores the duties are small, and of course the discrimination does not prevent their importation in American vessels. Bread, flour, and biscuit, as also ready-made clothing, are entirely prohibited unless in transitu for foreign ports and in vessels measuring two hundred tons register; otherwise, subject to confiscation.

6th. The government raises contributions in various forms, say 20 per cent. These contributions are particularly onerous to the agriculturists.

7th. Wages in the different occupations and branches of labor may be stated as follows:

To artisans, carpenters, blacksmiths, and masons, 40 to 50 cents per diem; to caulkers and

shipwrights, according to the demand for their labor, 75 cents to \$1 50 per diem; shoemakers, tailors, hatters, coopers, are generally paid by the piece, but they will not gain, for want of constant employment, more than 40 to 50 cents per diem; to day laborers, in common heavy work, 25 to 30 cents per diem; in the country to day labor, 20 to 30 cents per diem. These are generally fed and housed during the season of labor in the vineyards, and their pay is then about 15 cents in money and as much in the cost of food given them.

JANUARY 4, 1856.

I have the honor to enclose herewith a statement of the cotton, staves, lumber, &c., &c., brought to this consular district from the United States during 1855.

Statement and total amount of the cotton, staves, &c., imported from the United States of America in the consular district of Cadiz from January 14 to December 31, 1855.

COTTON.

	<i>Bales.</i>	<i>Pounds.</i>	
In Spanish vessels from—			
New Orleans.....	50,095.....	22,542,750, at the average price of 13½ cts. per lb., duty paid..	\$3,043,271 25
Charleston	24,416.....	8,545,600, at the average price of 12½ cts. per lb., duty paid..	908,200 00
Mobile.....	3,461.....	1,557,450, at the average price of 13 cts. per lb., duty paid..	202,468 50
Total.....	77,972	Total... 32,645,800	4,153,939 75

STAVES, TIMBER, LUMBER, &c.

In panish vessels from—			
New Orleans...	113,000 staves, at the average price of \$100 per thousand, duty paid.....		11,300 00
	106,036 feet pine timber, at the average price of \$30 per thousand.....		3,180 00
In American vessels from—			
New Orleans....	98,000 pipe staves, at \$100 per thousand, duty paid.....	\$9,800 00	
	370 pieces yellow pine timber		
	96 masts and spars.....		28,700 00
	908 pieces lumber		
avannah	1,323 pieces lumber		15,500 00
Darien, Georgia ..	1,650 pieces lumber		12,000 00
New York.....	279 tons of logwood, at \$30 per ton.....	\$8,370 00	
	50 barrels pitch, at \$3 per barrel.....	150 00	
	17,000 staves, at \$100 per thousand	1,700 00	
			10,220 00
Boston	829 barrels pitch and tar, at \$3 per barrel.....	2,487 00	
	2,547 pieces lumber and 2,811 pieces logwood.....	14,700 00	
			17,187 00
Charleston	2,162 barrels pitch and tar, at \$3 per barrel.....	6,486 00	
	3,289 pieces yellow pine timber.....	20,300 00	
			26,786 00
			120,193 00
Total.....			4,288,612 75

To the port of Tarragona.

In American vessels from—			
New York	447,000 staves, at the average price of \$100 per thousand	\$44,700 00	
	1,069 pieces square lumber.....	10,200 00	
	1,398 plank and boards	4,750 00	
			59,650 00
			4,348,262 75

BARCELONA.

PABLO ANGUERA, *Consul*.

MAY 31, 1854.

I have the honor to acknowledge the receipt of your circular of the 15th March, and in reply I hasten to state that the existing tariff of importation and exportation, by which all commerce, national and foreign, is regulated in Spain, was issued as far back as the 5th October, 1849, though reprinted by government on the 1st of March, 1852, owing to some slight alterations subsequently made in it, none of which, however, concerned the few articles imported from or exported to the United States.

ANSWERS.

FIRST SERIES.

1st. I know of no treaty of commerce between the United States and Spain. The general assurances of protection and free action given to commerce in the treaties of friendship and limits, of 27th October, 1795, and 22d February, 1819, have not been disregarded.

2d. The commercial intercourse of the United States with Catalonia depends entirely on the provisions of the general tariff above described, and the latter has no definite period of duration, the executive and legislature at Madrid having full power to alter it when so disposed. Some slight local charges are levied in this district, for the supposed improvement of the roads, on various articles of commerce; but, besides being temporary and limited, they exercise no marked influence on the operations of commerce.

3d. The only privileges not granted to the commerce of the United States, though enjoyed by other foreign countries, are those specified in the answer to the query following:

4th. Vessels of the United States pay at this port \$8 for pilotage—\$4 inwards and \$4 outwards; \$1 for bill of health, and \$8 for pratique or visit; besides a fixed general charge of 10 cents per ton, of Spanish measurement, as light-house dues; also, 10 cents per Spanish ton. as anchorage dues, and something over 1 cent on each quintal of goods landed or laden here. The three latter charges are only half this amount for Spanish vessels, and for the foreign vessels assimilated to the Spanish, which may be said to be all those of Europe, excepting Russia and Turkey.

5th. No transshipment in foreign vessels is allowed here.

6th. The moneys, weights and measures, officially known, and used at the ports within this consular district, are those established by law for the whole of Spain. I must, however, explain that, in the greater number of private and small transactions in Catalonia, the following weights and measures, purely provincial, and confined to the district, are made use of:

Weights.—The Catalan quintal has 4 arrobas and 104 pounds; whereas the official Spanish quintal has only 100 pounds in 4 arrobas of 25 each. The Catalan pound weighs 14 Castilian ounces, but the Castilian pound has 16 ounces. In regard to any comparison with American weight, the regular Spanish quintal of Castile gains 2 per cent. on the American quintal of 100 pounds; but this quintal of 100 American pounds weighs 108 Catalan pounds.

Measures.—A Spanish vara or yard has 36 inches of Castile; the American yard has 39 $\frac{1}{4}$ inches of Castile; whereas the Catalan measure of a vara is divided into 8 palms, 4 $\frac{1}{8}$ of which are equal to a yard.

Being unable to transmit my answers to the second series of queries in a tabular form as I am desired, I beg to forward herewith such copies of the price current list at this port (officially issued by the College of Brokers, from July 1, 1853, up to this day) as I have been able to obtain, and beg to add, that the only articles exported from this district to the United States are wine, spirits, almonds, nuts, olive oil, corks, garlic, playing cards, paper for cigarritos and, occasionally, some other trifles. These commodities are all exported free of duty, and their prices, mostly stated on the enclosed price current sheets, vary very much and with frequency, owing to the least change in the crop or to any momentary cause for apprehension.

SECOND SERIES.

1st. The retail prices, which it is impossible to state with any degree of accuracy, are extremely high, for very often the expenses of transport, the "Octroi" and city dues, taxes, and warehouse expenses exceed, by far, the original cost of an article, this being constantly the case with the common red wine of the country, which is the staple drink of all the population.

2d. The average rates of insurance for commodities exported to the United States is $1\frac{1}{4}$ to $1\frac{1}{2}$ per cent.; increased to two per cent. in the equinoctial season. No rate of freight can be stated, because vessels intended for the United States call with a cargo at the Havana, and merely take a few items to North America, thus rendering the freights altogether arbitrary and conventional. Commission is generally charged at two per cent.

3d. Sales are all made for ready cash on delivery.

4th. There is no rate of exchange between the United States and this district, all transactions being paid in bills on England or Cuba.

5th. Exports for the United States pay no duties. Imports from the United States are cotton, which pays \$1 per quintal under the national flag, and \$2 05 under the foreign; masts and spars of all kinds, that pay two per cent. ad valorem each piece under the national flag, and three per cent. under the foreign; boards and planks for building vessels, that pay on an average 20 cents a piece; and staves that pay \$1 80 per M. under the Spanish flag, and double that amount under the foreign.

6th. Exports for the United States pay no internal taxes, being brought to a port for exportation, excepting the general taxes of property paid to the State by all the inhabitants, the particular quota of which that falls on these commodities cannot be ascertained precisely nor stated.

7th. The rates of wages for labor and personal service in the business of commerce and trade vary from \$12 to \$50 per month. Price current sheets are issued at no other port within this district but this.

PORT MAHON.

SPIRIDION LADICO, *Consul*.

JUNE 25, 1854.

In answer to the circular of the department of 15th March last, I must say that there is no trade between the United States and this consular district; that the commercial laws and regulations of Spain are extended to these islands, and that Port Mahon is one of the three "general depots" of the kingdom. I have the honor to enclose herewith its regulations, and to transmit specific answers to the interrogatories contained in the circular.

ANSWERS.

FIRST SERIES.

1st. The treaties between the United States and the Spanish government are faithfully observed in this place.

2d. The commercial intercourse of the United States within my consular district depends solely on the regulations of the mother country.

4th. By royal order of the 14th June the port charges and other dues levied on vessels of the United States are similar to those on national vessels.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States; and there are no restrictions imposed on the commerce of other nations and not on that of the United States.

5th. Transshipment is not allowed to foreign or national vessels.

6th. Moneys, weights, and measures in this consular district are as specified herewith; but in official acts, in all custom-house transactions and payment of duties and taxes, the money, weights, and measures of the mother country are used.

SECOND SERIES.

1st. There are no exports of commodities to the United States from this consular district.

2d. Answered by the preceding.

3d. Answered by the preceding.

4th. There are no exchange transactions between the United States and this consular district.

5th. There are no exports for the United States, and the imports are reduced to a small quantity of cotton for one manufactory alone; and it pays the same duty as in the rest of Spain.

6th. Answered by Nos. 2 and 3.

7th. Laborers are paid from 20 to 60 cents per diem. Commission on purchase or sale of goods, 2 per cent.; brokerage on purchase or sale of goods, $\frac{1}{2}$ per cent.; banking commission, $\frac{1}{4}$, $\frac{1}{3}$, $\frac{1}{2}$ per cent.; brokerage on bills, 1 per thousand; commission on goods sent to the Lazaretto for quarantine, $\frac{1}{4}$ per cent., but sometimes $\frac{1}{2}$ per cent. is charged when cargoes are of staves, timber, coals, or other articles of small value.

DENIA.

JOHN MORAND, *Consul*.

JUNE 8, 1854.

In my communication to the department of 21st January of the present year (*a*) I gave as many details as could be procured respecting the trade of this port with the United States, and will add now for better intelligence, answering the interrogatory 4th, that the character of port charges levied on vessels of the United States are: For loading duties, one-fourth of five cents per quintal or cwt. the vessel loads in our port; ten cents per ton of tonnage duty, and ten cents besides per ton the ship measures as per register, in lieu of light dues and anchorage. If the ship comes from a Spanish port, and the last two dues have been paid there, nothing is charged it for the said items. National vessels, as well as those of all other nations with which Spain is in reciprocity, pay only one-half of the above dues. Annexed is a table of the current prices of the articles of export from this port to the United States, all of which are shipped hence free of duty.

(*a*) "Consular Returns—Navigation."

Prices current of the articles exported from the port of Denia for New York since July 1, 1853.

Articles.	Number, weight, or measure.	Prices.
Raisins—Valencias or Muscatels.....	Per quintal or cwt.....	\$6 50 to 7 40, according to quality.
Raisins—Denias or Planta.....	do.....	3 50 to 4 00 do.....
Red wines.....	{ Pipe.....	29 00 to 36 00.....
	{ Half-pipe.....	15 00 to 19 00.....
	{ Quarter-pipe.....	9 00 to 10 50.....
Almonds—fine soft-shelled.....	Per bag.....	7 00 to 8 50.....
Almonds—common soft-shelled.....	do.....	5 00 to 6 00.....
Entry mats.....	Per bundle.....	2 50 to 2 60.....
Root liquorice.....	Quintal or cwt.....	2 25 to 2 50.....
Lead.....	Cwt.....	4 20 to 4 40.....
Aniseed.....	Arroba or 25 lbs.....	1 30 to 1 90.....
Wool.....	do.....	2 25 to 2 50.....

These articles have all risen much owing to the “oidium” disease in the vineyards, which is yearly increasing, and menaces the country with the loss of these crops. Upon all the articles, merchants generally charge a commission of $2\frac{1}{2}$ per cent. of cost and expenses on board. Insurances being generally effected either in England or the United States, it is not in my power to say the rates of premium. Freights have ruled from \$8 to \$11 per ton hence to New York. The currency here is the national value, dollars and cents.

ALICANTE.

W. L. GIRO, *Consul*.

JULY 10, 1854.

I have the honor to acknowledge the receipt of your circular of March 15, 1854, and in reply to the first paragraph of same, have to state, that the only article imported into this consular district from the United States on which a modification of the tariff has been made is staves, the duty on which was formerly 30 reals vellon per 1,200, and 6 per cent. thereon if imported in Spanish vessels, and 60 reals vellon and 6 per cent., if in foreign. It is now reduced to $26\frac{1}{2}$ reals vellon in Spanish, and 53 reals vellon in foreign vessels. However, this trifling change has, of course, had no influence whatever on the trade in said article.

The only other commercial regulation which may have affected in any manner the commerce of the United States with this country, is a royal order passed in January 3, 1852, to the effect that all foreign vessels belonging to countries where Spanish vessels are placed on the same footing as national with respect to port dues and charges, should enjoy a like privilege in ports of Spain and adjacent islands. Vessels of the United States, until now, have not enjoyed the benefit of said order, having been subject to double the amount of the port dues and charges paid by Spanish vessels. However, I am happy to state that a new royal order has been passed, (June 14,) which places vessels of the United States henceforth on the same footing as Spanish vessels with respect to said port dues and charges.

ANSWERS.

FIRST SERIES.

1st. There exists no treaty of commerce between Spain and the United States; but it would be a very great advantage to both countries should a treaty be made to remove the serious restrictions that now exist on commerce between the two countries, especially on the part of Spain.

2d. The commercial intercourse of the United States with this consular district is dependent solely on the regulations of the Spanish government.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States; neither are there any restrictions imposed on the commerce of other nations which are not likewise imposed on that of the United States.

4th. In virtue of the royal order aforementioned, of June 14, 1854, vessels of the United States now pay the following port charges and other dues: Anchorage, 5 cents per ton of register; light dues, also 5 cents per ton; duty for discharging, $\frac{5}{8}$ of a cent for every Castilian quintal of merchandise discharged, and the same amount for loading; consumption duty on vessel's provisions, 6 maravedis, equal to $\frac{6}{1000}$ of a dollar per day for each man belonging to the vessel during its stay in port; bill of health, \$1 15; captain of the port's fee, 30 cents for a two-masted, and 40 cents for a three-masted vessel.

5th. Goods are not allowed to be transhipped in vessels of the United States, or in any other foreign vessel, from one port to another of Spain, but they may freely carry goods to any foreign country.

6th. The moneys in common use at this consulate are the same as those established by the law of the country, being the real of vellon, of which 20 make \$1, and the maravedi, of which 34 make one real of vellon. The nominal value of the Spanish dollar is the same as that of the United States.

In the weights and measures used at the ports in this consulate there is a great deal of confusion, because not only do they differ in many towns from those used in the others, but also the Castilian weight is often employed, although that in common use is the Valentian. The Valentian quintal of this place is composed of 4 arrobas, and each arroba has 24 lbs. It is $11\frac{1}{2}$ per cent. greater than the Castilian quintal, and $\frac{3}{4}$ per cent. more than the quintal of the United States, or equal to about $112\frac{1}{2}$ lbs. avoirdupois. At Torrevieja, the Valentian quintal is about 3 per cent. smaller than here.

Dry measures.—A fanega of corn is divided into 12 celemines, and 100 fanegas are equal to $155\frac{1}{2}$ English bushels.

Liquid measures.—Two pipes of wine make one tun; a pipe contains 40 cantaros of Alicante, or 45 cantaros of Villajoyosa, or 43 cantaros of Santa Pola; 100 cantaros of Alicante are equal to $254\frac{1}{4}$ English gallons.

Cloth measures.—A vara is divided into 4 palmes; 100 varas are equal to $99\frac{7}{8}\frac{1}{4}$ English yards.

SECOND SERIES.

1st. The current prices of all commodities exported to the United States from this consular district free of export duty, during the year commencing on the 1st of July last, are as stated in annexed table. There are no commodities so exported upon which export duties are levied.

2d. Insurances are always effected in the United States, and the current rate there is $1\frac{1}{4}$ to 2 per cent. Freight to New York is generally about \$10 per ton, and 5 per cent. primage. Commissions, usually charged, are 2 to $2\frac{1}{2}$ per cent.

3d. The modes and terms of purchase are always at cash. Most goods have to be bought in the interior and brought to this place for shipment.

4th. There are no rates of exchange between the ports in this consular district and the United States, as no bill transactions are ever made directly, it being customary to receive or make remittances by bills on London.

5th. There are no duties on the exports to the United States, and the only articles which are imported therefrom are tobacco, cotton-wool, and staves. Tobacco is a government monopoly, and therefore free of duty. The duty on cotton-wool from the United States is $15\frac{9}{100}$ reals of vellon per Castilian quintal, if imported in a Spanish vessel, equal to 88 cents per American quintal; and if imported in a foreign vessel, 37 reals of vellon per Castilian quintal, equal to \$2 05 cents per American quintal. The duty on staves is $26\frac{1}{2}$ reals vellon per 1,000 if imported in a Spanish vessel, equal to \$1 $32\frac{1}{2}$ cents; and 53 reals vellon per 1,000 if imported in a foreign vessel, equal to \$2 65.

6th. There are no internal taxes levied on said commodities.

7th. The wages usually paid to laborers are about 30 cents per day. Carriage of goods from stores to wharf, $12\frac{1}{2}$ cents per cart-load of 15 to 18 quintals; shipment of goods in boats, about 2 cents per quintal.

No price current sheets are published at any of the ports in this consular district, and I am, therefore, unable to furnish you with regular files of the same. However, in the annexed table will be found the customary prices of all the articles usually shipped from this consular district to the United States.

With respect to any suggestions which my experience leads me to think would be beneficial to the commerce and navigation of the United States, I may mention that the commerce of this country with the United States would increase greatly if the heavy restrictions now imposed by the Spanish tariff should be removed, especially those which bear upon foreign shipping. The commerce of this country with the United States is almost entirely in the hands of foreigners, in which American and other foreign vessels are almost exclusively employed. Owing to the restrictive nature of the Spanish tariff, by which all goods in foreign vessels pay extra heavy duties on their importation, which, in some cases, are above 100 per cent. more than by national vessels, American and other foreign vessels are prevented from bringing to Spain from the United States many articles which, under a more liberal system, they could advantageously bring, and are, therefore, generally reduced to the necessity of coming only with cargoes of staves, or in ballast. This, of course, greatly increases the value of freights to the United States, puts a continual check on importations therefrom, and limits most effectually the commerce between the two countries. Even when Spanish vessels are employed, other great obstacles to trade are encountered in the extra duties which are levied in the United States on all articles imported in Spanish vessels, and in the want of return cargoes, as many articles which they might bring to Spain are subject to a considerable increase of duty if they are not the growth or produce of the United States.

Prices of articles which have been exported to the United States from the consular district of Alicante, free of export duty, during the year from July 1, 1853, to July 1, 1854.

Almonds in shell, soft, \$5 25 to \$6 per American quintal.

Almonds in shell, hard, \$3 50 to \$4 per American quintal.

Almonds shelled, hard, \$15 to \$18 per American quintal.

Licorice root, \$1 50 to \$1 80 per American quintal, according to quality and state of dryness.

Licorice paste, \$9 to \$10 per American quintal.

Mats, \$2 40 per bundle of 12 mats, size No. 1; or 18 mats, size No. 2; or 24 mats, No. 3.

Matting, \$2 50 to \$3 per bundle of 50 yards.

Wine, red, dry, 15 to 20 cents per American gallon.

Wine, red, sweet, 18 to 25 cents per American gallon.

CUBA.

HAVANA. (a)

WILLIAM H. ROBERTSON, *Acting Consul.*

JULY 18, 1855.

Complying with the directions contained in your despatch of the 27th ultimo, I have the honor to accompany herewith copies of the latest port and custom-house regulations, all of which are in force at all the ports of the island open to commerce. There are ports in the island to which vessels (not coasters) are permitted to go for taking in and discharging cargoes without being ports of entry, but vessels must first enter at an open port, and return to one of the same kind for clearing. As to quarantine, in conformity to the order of the captain general of the 4th November, 1854, (of which I sent a translation,) all vessels having to perform it must either come to Havana, or proceed to St. Jago de Cuba for that purpose. I enclose, likewise, the last published quarantine regulations. Since the publication, the board of health have adopted a multitude of decisions, as particular cases occur, of which but few, if any, have been made known, and which have, to a great extent, made obsolete many of the articles of the regulations of 1848.

Health visit.—The boarding physician receives the bill of health, which all vessels must bring, duly authenticated by the Spanish consul, (if coming from a foreign port,) under the penalty of being sent to quarantine for seven days, or the payment of a fine not less than \$50. The Spanish consul's fee of authentication is \$2; the health visit fee, which goes into the funds of the general board of health of the island, is three cents per ton. Spanish vessels are subjected to the same charge.

Interpreter's fee.—All foreign vessels pay it, \$2. Translation of manifest: all foreign vessels have also to pay this charge, \$4.

(a) The returns from this consulate, although in reply to neither the circular of March 15, nor to that of October 8, are, nevertheless, deemed sufficiently important for publication, in accordance with the subjoined passage in the "Letter from the Superintendent," vol. I, p. IX:—"Restriction to the consular returns, in answer to the circular, has not always been deemed advisable, and they have been accompanied, to some extent, by other commercial matter found in the bureaus of the department, received from consulates and legations, containing information of the character demanded by the resolution. Thus, the number of consulates from which answers to the circular of March 15 have been received, as given in the report, is about one hundred and thirty, while the whole number of despatches and returns from legations and consulates presented is nearly one hundred and fifty."

If a vessel has lost or thrown overboard part of her cargo, or the whole, from stress of weather, she has to enter protest at the custom-house—cost \$8 50.

Governor's fee.—For signature of the Moro pass, \$2.

Light dues.—Foreign vessels pay $6\frac{1}{2}$ cents per ton; Spanish vessels pay $3\frac{1}{2}$ per ton.

Tonnage dues.—Spanish vessels pay $62\frac{1}{2}$ cents per ton, and one per cent. balanza. Foreign vessels are all measured previous to tonnage duty being levied; the dimensions are ascertained in the following manner: length, taken on the upper deck from inside of the stem to the inside of the stern-post; builder's width, taken at the place of greatest breadth from outside to outside of the timbers; burthen width, taken at the place of greatest breadth from inside to inside of the ceiling; depth of hold, taken from the skin alongside the keelson to the upper side of the upper deck plank. The admeasurements are taken in burgos, or Spanish feet.

The dimensions being had, the capacity, or tonnage, is ascertained by the following operation: add the length to three times the builder's width, and divide the sum by 4; multiply the quotient by the burthen width, and multiply the product by the depth of hold, and divide the result by 70.19, (cubic feet of a ton,) the quotient will express the tonnage.

Calling length, L; builder's width, B; burthen width, C; depth of hold, D; we have, $\frac{1}{4} \left(\frac{L + 3B}{70.19} \right) \times C \times D$.

When the vessel has a double deck, and the height between decks does not exceed 6 feet, add to the tonnage as above ascertained 10 per cent.; if the height exceeds 6 feet, add 14 per cent.

The capacity of steamers is ascertained in the same manner, but in measuring to ascertain the dimensions the space occupied by fuel, machinery, and everything appertaining to the propelling power, is deducted.

After the tonnage is discovered, all dues levied at a certain rate per ton, such as light dues, health visits, tonnage duty, (properly so called,) and ponton or mud machine duty, are charged upon the tonnage or capacity so ascertained. The amount paid by foreign vessels for tonnage duty is \$1 50 per ton, and balanza 1 per cent. upon the result of the multiplication of the tons by \$1 50. From this charge are exempt vessels that come in and leave in ballast; also vessels with cargo that do not discharge or take in anything; also vessels that enter port in distress to undergo repairs, though they may discharge cargo, provided that every part of her cargo is again taken in, and no more. Mail steamers, recognized as such, are permitted to bring and carry 3 tons weight of cargo without paying tonnage dues; if the cargo discharged exceeds the 3 tons, they pay the duty occupied by the excess over and above the 3 tons. Other steamers are viewed in the same light as other merchant vessels. Stores and water taken for use of crew and passengers are not, of course, considered as cargo. Vessels entering ports of the island with mineral coal, in equal or greater quantities than the number of tons per their registers, pay only 50 cents per ton for tonnage duty, even if they bring other merchandise besides. They are also exempted from all other local charges, (excepting captain of port's fees,) such as ponton and health dues, custom-house visits, entry and clearance fees, wharfage, stage hire, &c. Such as bring coal solely in less quantities than their tonnage measure pay 50 cents per ton upon the portion occupied by coal, and the difference between this portion and the number of tons that the vessel may turn out to have after being measured will be subjected to the payment of the full tonnage duty; but these vessels are allowed the exemption from all other charges excepting captain of port's fees. Vessels having on board, besides coal in less quantities than their measure, other cargo, are in the same case respecting the tonnage dues, but subjected to the ponton, health visits, registering, and other usual dues. Such vessel as,

after being discharged, shall give a result of 20 per cent. less than the quantity manifested and certified to by the respective consul, lose the right to any exemption, and are therefore subjected to the charges established for other trading vessels.

These exemptions in favor of coal vessels were established by a royal order, published here by the superintendent general of the exchequer, on the 9th February, 1854, to be understood for the term of one year from the date of the publication of the royal order, "within which time"—in the very words of the order—"its effects are to be observed, that, with a full understanding of the subject, the measure may be definitively confirmed at the proper day, or revoked as may be convenient." No further action has been taken on the subject by government, so that vessels thus laden continue enjoying the privileges above set forth.

To vessels that take away from the island full cargoes of molasses, their tonnage dues (paid) are returned immediately that evidence is produced to the collector of the port where the dues were collected of the vessel having sailed with a full cargo of molasses. This evidence, consisting in a certificate upon stamped paper, costs money, but it is a trifling amount. The law to this effect was first established on 19th of December, 1843, and began to be observed on 1st January, 1844, it was annulled by royal order of 27th September, 1845, enforced on 17th November of same year. The molasses trade then drooped, and to revive it the former law was re-established on 8th July, 1846.

Ponton or mud machine dues.—Vessels of more than 50 tons (Spanish measurement) pay this charge at such ports of the island where there may exist dredging machines. The duty is $1\frac{3}{4}$ rials (8 rials to the dollar) and 1 per cent. balanza.

Wharfage dues.— $1\frac{1}{4}$ cents per ton, (Spanish measurement,) charged in the following manner: For every day (including Sundays) that the vessel lies at the government wharf, including the day she hauls in, if before sunset, and the day she hauls out, if after sunrise. If the vessel discharges in the harbor, the day is estimated as follows: 10,000 bricks or tiles; 1,000 quintals of logwood; 20 tons of coal; 20,000 feet of lumber; 500 hogsheads of shooks; 600 sugar box shooks; 60 bales of cotton; 10,000 hoops. Fractions of more than half a day are counted as one day. Vessels that load in the harbor have not to pay wharfage duty while loading.

Stage hire.—All vessels that load or discharge at the government wharf must use the city staging; the hire is 75 cents per day.

Custom-house charge of entrance and clearance.—This charge is a variable one, and consists of the following items: Custom-house visit of entry, \$5; outward visit, \$5 50; visit of clearance, \$5 50; annotation fee, \$2; extracts of manifest for the revenue guards, according to the length of the manifest; incidental fees, \$4 to \$6. Register dues, \$5 50 for each daily return of cargo discharged, whether it is one package or one thousand packages, and \$8 25 stamp paper for outward register and formation of register of outward cargo. Vessels going from one port to another of the island carry a sea letter or document of introduction to the custom-house of the other port, expressing that she has paid the regular charges, &c.; this document costs \$4 25.

Bill of health.—If the vessel be of more than 150 tons, the charge is \$6, if less, only \$4, given and charged only to such vessels as called for such documents; if she be bound to a foreign country, the bill of health must, of course, to be of use, be authenticated by the consul of the nation to whose port she is going; charge for the certificate, \$2 12 $\frac{1}{2}$.

Lighterage—(not a government charge.) It is most always paid by the vessel. The usual rates are: 10 cents per box of sugar from the city; 8 cents from the stores in Regla; 25 cents per hogshead of molasses; coffee, three bags are considered equivalent to one box of sugar.

Consul's fees.—The various governments having consuls in Cuba allow different rates; the American consul, by the last act of Congress, charges for deposit and delivery of ship's papers $\frac{1}{2}$ cent per ton, registered measurement, besides the contingent charges for any changes in the crew, notations or extensions of protest, surveys, &c.

Pilotage.—It is optional for the vessel to take a pilot or not, unless she goes into the inner harbor beyond the shoals, in which case, whether she takes a pilot or not, she has to pay pilotage; the charge is \$10, coming in as far as the inner harbor, \$10 going out, and \$10 from any part of the outer harbor into the inner; there are also certain removals from one spot to another, costing \$5 if a pilot is taken.

Ballast master, \$1 per day while discharging ballast.

Stevedores.—(Not a government charge,) generally for hoisting sugar $3\frac{1}{2}$ cents per box, and for storing $4\frac{1}{2}$ cents per box. The usual wages of men employed from the shore to work on board ship is \$1 25 to \$1 50 each man per day.

Stamp paper.—Business transacted at the custom-house is all done in writing, and pretty much all upon stamped paper, mostly at 50 cents a sheet, excepting that for outward register, called *papel de ilustres*, costing \$8 the sheet.

Vessels that go to outports to load have to pay anchorage and other small fees, averaging some \$15 or \$16 each. At Cienfuegos every vessel pays the health commissioner \$2, and as much more if ordered to quarantine. At Matanzas, besides the charges recovered as here, the government exacts \$4 and the royal exchequer \$4. At Sagua an extra fee is exacted of \$4 if she enters in ballast and leaves with cargo, and \$8 if she brings cargo and carries away cargo. I understand, likewise, that at some of the ports of the island the interpreter's fee is double the amount paid here.

Commissions.—The usual rates are $2\frac{1}{2}$ per cent. for purchases upon cost and charges; 5 per cent. on sales; $2\frac{1}{2}$ per cent. for guarantee; $2\frac{1}{2}$ per cent. collecting freight; $2\frac{1}{2}$ per cent. upon amount of vessel's disbursements; 5 per cent. for procuring freight. Endorsing and negotiating bills on Europe, $2\frac{1}{2}$ per cent.; on United States, $1\frac{1}{2}$ per cent.

Towing (not a government charge) from one part of the harbor to another, or from one mile outside of the Moro Castle to her berth in the harbor of Havana, or *vice versa*, as follows:

Tonnage of the vessels.	From or to outside the Moro.	From one place in the harbor to another.
40 to 50	\$17 00	\$12 00
50 to 100	21 25	15 00
100 to 150	25 50	18 00
150 to 200	29 75	21 00
200 to 250	34 00	24 00
250 to 300	38 25	27 00
300 to 350	42 50	30 00
350 to 400	46 75	33 00
400 to 450	51 00	36 00
450 to 500	55 25	39 00

A vessel in the harbor wanting a tow must have her anchor apeak, so that the steamer can approach her. In case of negligence or delay an additional charge of \$20 will be made. For landing horses, \$15 for one, and \$4 25 for every additional one. When two or more vessels,

in time of calms, are towed together, the price is that specified in the second column of charges. A vessel touching or aground is assisted at the rate of \$40 per hour.

Vessels quarantined incur the expense of pilotage, \$10, the quarantine ground being in the inner harbor. Health visit \$2, and \$1 for every day that she is in quarantine. Should she have goods requiring fumigation, the operation is done on board the lazaretto ship, and 25 cents are exacted upon each package of whatever size; that is, upon every package that enters the lazaretto. Upon such articles as are brought direct on shore no charge is made.

Foreign men-of-war pay no port charges; if a pilot be taken the rate charged is the same as paid by a Spanish man-of-war, \$7 in and \$7 out. If towed in or out they pay the tow-boat company, of course, according to size, &c.

Passengers coming to Cuba must bring passports. If from a foreign country, they must either have a passport from the Spanish consul, or such as are issued by their own government, or by that of the country they are leaving. In this case such foreign passports must be *viséd* by the Spanish consul, who charges \$2 for each *visa*. On arrival here they must obtain landing permits before going on shore—price, \$1 for a Spaniard, \$2 for a foreigner. Transient passengers need no passports. If they wish to come on shore and remain until their vessels are about to leave they can do so by obtaining a landing permit, price \$1. Vessels bringing passengers without passports in due form are made to pay a fine of \$25 for each passenger, and each passenger pays also \$10. Individuals belonging to crews of vessels in the harbor may, if discharged with the approbation of the consul of the nation to which the vessels belong, come on shore. A permit is given them to stay one month, at the expiration of which time they must, if they wish to remain longer, apply to the governor general for permission.

Passengers (not transient) leaving the island must obtain passports from the government—cost about \$4 50 to a foreigner, about \$1 75 to a Spaniard. Vessels that attempt to take away passengers without passports are subjected to detentions and heavy fines if it is proven that the same was attempted knowingly. Such passengers are, of course, brought ashore.

Seamen that have been legally discharged, to ship upon foreign vessels, must be shipped by the sole authorized shipping master, who collects 25 cents for each seaman's discharge, (fee belonging to the captain of the port,) and \$2 for each seaman shipped, generally paid by the vessel shipping the seaman. This ship master cannot ship any man that has not produced a regular discharge authorized by his consul. Spanish seamen cannot ship upon foreign vessels without special permission from the admiral. If a vessel is found having on board one or more seamen not shipped by the shipping master she is subjected to a fine of \$50 for each man, if before she is cleared, and \$100 if after being cleared, for each man.

Tariffs.—The last tariff for imports and exports of the island of Cuba commenced to be enforced in 1847. The import duties on articles of every description are levied upon a fixed average value of the articles in the island. The valuation is specified in the tariff. Foreign merchandise in foreign bottoms pay, some 27½ per cent., others 33½ per cent.; foreign merchandise in Spanish bottoms, from foreign ports, some 19½ per cent., others 23½ per cent. Fine jewelry is excepted; if foreign, coming in foreign bottoms, it pays 7½ per cent.; if in Spanish bottoms, 5½ per cent. Spanish jewelry, coming either in Spanish or foreign vessels, pay only 3½ per cent. The same rates of 19½ per cent. and 23½ per cent. are levied upon foreign merchandise coming from the peninsula in Spanish bottoms. Spanish goods coming in foreign vessels pay, some 14½ per cent., others 17½ per cent. All Spanish productions or manufactures (with the exception of jewelry, as above stated) that come in Spanish vessels pay 7½ per cent.

The above does not include flour, which, by virtue of several royal orders, pays the following rates :

Spanish flour in Spanish bottoms.....	\$2 00 per barrel.
Spanish flour in foreign bottoms.....	6 00 per barrel.
Foreign flour in foreign bottoms.....	9 50 per barrel.
Foreign flour in Spanish bottoms.....	8 50 per barrel.

All flour pays, besides, 2 per cent. on the valuation of \$12 50 per barrel, and 1 per cent. *balanza*.

Subsequently, $\frac{1}{2}$ per cent. was added upon all imports, and still later, (19th December, 1850, by virtue of a royal order, dated 3d November of same year,) an additional increase was laid on, to last for two years, of $1\frac{1}{2}$ per cent. on valuation of all foreign imports, and one-seventh to be charged over and above the amount to that time paid on Spanish imports. This increase was to cover certain necessities of the government. The two years went by long ago; the necessity may have passed; but the additional per centage is still exacted.

All goods imported pay, besides *balanza*, 1 per cent. upon the total amount of duty levied at the rates above specified.

In the ports of Havana and Matanzas wines, rum, and liquors have also to pay 50 cents a pipe, 25 cents a half pipe, and $12\frac{1}{2}$ cents a demijohn or a dozen of bottles. This is a municipal tax for the support of charitable institutions.

Goods imported and placed in warehouses to be re-exported pay 1 per cent. inward and 1 per cent. outward a year; the same if the goods remain in deposit less than a year. Damaged goods, when discharged, are sold at public auction, and the duty is levied upon the amount of sale. Machinery, and pieces thereof, for sugar plantations, rice mills, mineral coal, ice, leeches, mares, stallions, and jackasses, are free of import duties.

Exports.—By the tariff of 1847 sugar in foreign bottoms pays $37\frac{1}{2}$ cents a box; in Spanish, 25 cents. Coffee in foreign bottoms pays 20 cents a bag; in Spanish, 12 cents. Tobacco in foreign bottoms pays \$1 50 per 100 lbs.; in Spanish, 75 cents. Cigars (no discrimination) 50 cents per thousand. Gold of every description exported in foreign bottoms to foreign or Spanish ports, $2\frac{1}{4}$ per cent. on valuation of \$16 per ounce; to Spanish ports in Spanish vessels, nothing. Silver of any description in foreign or Spanish bottoms to foreign ports, $3\frac{1}{4}$ per cent. on the valuation of \$16 per pound; to Spanish ports in foreign or Spanish vessels, nothing. All other produce exported to foreign ports pay on the valuation $7\frac{1}{4}$ per cent. in foreign vessels, and 4 per cent. in Spanish; to Spanish ports in Spanish vessels, 3 per cent. and 1 per cent. *balanza*.

By virtue of the royal order, before mentioned, of November 3, 1850, (published here 19th December of said year, and which began to be enforced in respect to exportations on 1st January, 1851,) the following additional duty is levied upon exported produce: 50 cents per box of sugar; 25 cents per 100 pounds of tobacco, or per thousand of cigars.

IMPORTS FROM THE UNITED STATES TO THE ISLAND OF CUBA IN 1851.^(a)

Denomination of merchandise.	Value.	Duties paid when in Spanish bot- toms.	Duties paid when in United States bottoms.	Aggregate duties.
Olive oil, imitation -----	\$366 31 $\frac{1}{4}$	-----	\$130 13	\$130 13
Rum or whiskey -----	167 43 $\frac{3}{4}$	-----	60 01	60 01
Beer -----	31,317 31 $\frac{1}{4}$	\$84 41	11,110 02	11,194 43
Cordials -----	101 18 $\frac{3}{4}$	-----	36 26	36 26
Cider -----	19,272 06 $\frac{1}{4}$	73 39	6,807 79	6,881 18
Salt beef, in barrels, &c. -----	12,311 00	-----	4,414 10	4,414 10
Salt pork, in barrels, &c. -----	39,291 00	-----	14,087 78 $\frac{1}{2}$	14,087 78 $\frac{1}{2}$
Sausages, (varios) -----	4,267 12 $\frac{1}{2}$	-----	1,529 96	1,529 96
Hams -----	101,998 18 $\frac{3}{4}$	-----	36,571 45	36,571 45
Smoked tongues -----	479 25	-----	171 83	171 83
Clear pork, (dry salted) -----	27,811 75	-----	9,971 90	9,971 90
Jerked beef -----	7,863 56 $\frac{1}{4}$	-----	2,819 57	2,819 57
Spices -----	681 31	-----	244 27	244 27
Varios -----	3,647 50	-----	1,314 97	1,314 97
Cumin seed -----	1,842 00	-----	660 44	660 44
Chestnuts -----	197 37 $\frac{1}{2}$	-----	70 76	70 76
Sweetmeats -----	262 25	-----	94 02	94 02
Sweetmeats, figs, &c -----	2,462 12 $\frac{1}{2}$	-----	882 79	882 79
Apples -----	20,098 43 $\frac{3}{4}$	-----	5,988 34	5,988 34
Dried nuts -----	77 68 $\frac{3}{4}$	-----	23 24	23 24
Rice -----	818,213 81 $\frac{1}{4}$	-----	292,370 32	292,370 32
Cocoa -----	5,050 00	-----	1,504 64	1,504 64
Barley and oats -----	1,098 78	-----	393 95	393 95
Beans, (white) -----	6,527 93	-----	2,340 58	2,340 58
Corn meal -----	12,217 68 $\frac{3}{4}$	-----	4,380 64	4,380 64
Flour, ^(b) 2,102 $\frac{1}{2}$ barrels -----	26,281 25	-----	20,704 36	20,704 36
Corn -----	309,682 00	-----	111,036 48	111,036 48
Herring -----	6,268 00	-----	2,247 50	2,247 50
Cod and other dried fish -----	158,778 81 $\frac{1}{4}$	-----	56,930 13	56,930 13
Shellfish -----	3,563 00	-----	1,061 59	1,061 59
Garlic -----	290 12 $\frac{1}{2}$	-----	104 01	104 01
Onions -----	35,505 31 $\frac{1}{4}$	-----	12,730 42	12,730 42
Candies -----	104 00	-----	37 28	37 28
Pickles -----	2,252 18 $\frac{3}{4}$	-----	671 03	671 03
Pilot bread, &c. -----	10,720 87 $\frac{1}{2}$	-----	3,843 95	3,843 95
Ice -----	199,842 00	-----	-----	Free.
Pulse, roots, &c -----	722 12 $\frac{1}{2}$	-----	215 15	215 15
Lard -----	886,913 81 $\frac{1}{4}$	-----	318,002 94	318,002 94
Butter -----	78,570 50	-----	23,410 07	23,410 07
Potatoes -----	87,978 37 $\frac{1}{2}$	-----	26,213 14	26,213 14
Cheese -----	31,907 81 $\frac{1}{4}$	-----	9,506 92	9,506 92
Salt ^(c) -----	55,095 81 $\frac{1}{2}$	-----	32,517 05 $\frac{1}{2}$	32,517 05 $\frac{1}{2}$

^(a) Communicated to the Department of State May 21, 1854.^(b) Valued at \$12 $\frac{1}{2}$ per barrel; duty \$9 $\frac{1}{2}$; 2 per cent. on value, and 1 per cent. on debt.^(c) Duties \$3 75 per 400 pounds, and 1 per cent. on debt.

IMPORTS FROM THE UNITED STATES TO THE ISLAND OF CUBA IN 1851—*Continued.*

Denomination of merchandise.	Values.	Duties paid when in Spanish bot- toms.	Duties paid when in United States bottoms.	Aggregate duties.
Tea, sage, &c.-----	\$9,956 06 $\frac{1}{4}$	-----	\$2,966 40	\$2,966 40
Cotton fabrics, thread and yarn-----	56,872 25	-----	16,945 08	16,945 08
Linen fabrics and threads-----	16,903 75	-----	4,942 53	4,942 53
Various provisions-----	9,959 06 $\frac{1}{4}$	-----	3,570 81	3,570 81
Woolen fabrics, yarns, &c.-----	14,772 06 $\frac{1}{4}$	\$37 08	5,245 88	5,282 96
Silk fabrics and thread-----	29,588 62 $\frac{1}{2}$	-----	8,916 24	8,916 24
Leather and its fabrics-----	36,152 50	26 27	12,925 89	12,952 16
Lumber and fabrics-----	2,117,538 62 $\frac{1}{2}$	430 43	631,175 03	631,605 46
Metals and fabrics-----	17,198 62 $\frac{1}{2}$	-----	5,633 80	5,633 80
Gold and silver coin-----	1,014,885 06 $\frac{1}{4}$	-----	-----	U. S. coinage free of duty.
Various articles not classed(a)-----	573,127 43	46 05	155,323 49	155,369 54
Various articles not classed-----	791,507 06 $\frac{1}{4}$	260 56	254,464 71	254,725 27
Animals, birds, &c-----	16,252 87 $\frac{1}{2}$	-----	5,827 54	5,827 54
Articles for use of railroads, and machinery for sugar mills, and engines for estates.	533,248 43	-----	-----	-----
Total-----	8,250,081 50	958 19	2,125,149 19	2,126,107 38
Exports to the United States(b)-----	\$13,222,844 68	-----	-----	\$953,858 84
Tonnage United States, entering 2,041 United States vessels.	-----	-----	-----	787,043 01
Ponton (mud machine) dues paid at Havana for 706 United States vessels.	-----	-----	-----	52,758 22
Captain of port and interpreter, fees-----	-----	-----	-----	10,070 00
Health visits-----	-----	-----	-----	15,585 03
Total-----	13,222,844 68	-----	-----	1,819,315 10

SUMMARY.

Commercial movement with the United States-----	\$21,472,926 18
Aggregate of duties and fees paid by the United States in the movement-----	3,945,422 48
Duties of all descriptions paid by all nations-----	8,462,834 00
Vessels of all nations entering Cuban ports-----	3,869
Vessels of the United States entering Cuban ports-----	2,014

On the tonnage and mud machine dues, one per cent. is added to my statement upon the debt.

To the commercial movement should be added 25 per cent. to cover Spanish fraud. The government is defrauded of at least two and a half millions of duties for 1850.

(a) Coals free; dye-woods and stuffs, 4 per cent.; jewelry and precious stones, 9 $\frac{1}{2}$ per cent. on valuation; stallions and mares free.

(b) Covering all products and fabrics of Cuba, of which in Spanish bottoms only, \$32,774 25.

IMPORTS FROM THE UNITED STATES TO THE ISLAND OF CUBA IN 1852. (a)

Denomination of merchandise.	Values.	Duties paid when in Spanish bot- toms.	Duties paid when in United States bottoms.	Aggregate duties.
Provisions—				
1. Liquids (b).....	\$54,987 12	\$1,684 62	\$17,370 35	\$19,054 97
2. Meats(c).....	161,125 50		55,073 58	55,073 58
3. Spices, &c. (d).....	5,330 50		1,605 72	1,605 72
4. Fruits(e).....	17,165 37		5,182 98	5,182 98
5. Grains(f).....	927,732 75	8,233 59	320,952 90	329,186 49
Flour(g).....	91,714 00	7,005 36	66,652 56	73,657 92
6. Fish(h).....	154,195 18		47,310 36	47,310 36
7. Not classed(i).....	1,119,308 25		389,072 12	389,072 12
Salt(k).....	16,438 56		11,925 71	11,925 71
Ice (l).....	72,717 00			
8. Cotton yarns and fabrics(m).....	141,742 75	11,190 14	50,862 64	62,052 78
9. Linen yarns and fabrics(m).....	77,371 37	15,144 59	5,041 39	20,185 98
10. Woolen yarns and fabrics(m).....	15,284 93	3,275 86	780 26	4,056 12
11. Silk yarns and fabrics(m).....	64,192 80	822 38	18,190 25	19,012 63
12. Leather and fabrics(m).....	38,294 06		13,730 33	13,730 33
13. Lumber and fabrics(m).....	1,864,717 12	977 17	554,325 32	555,302 49
14. Metals and fabrics(m).....	18,497 86		6,538 10	6,538 10
Do---gold coin of the United States(n)....	513,338 43			
Do---silver coin of the United States(o)....	19,130 00			
15. Various, not classed(p).....	1,204,706 93	16,137 54	353,470 97	369,608 51
16. Various animals, &c.....	9,155 50		3,282 70	3,282 70
Totals.....	6,587,145 98	64,471 25	1,921,368 24	1,985,839 49
Exports to the United States—				
By Spanish vessels(q).....	42,785 00			749,713 34
By American vessels(q).....	12,033,623 00			
United States tonnage dues.....				492,049 27
Official visits, health visits, mud machine, light dues, &c.....				110,518 81
Aggregate totals.....	18,663,553 98			3,338,120 91
Entered for railroads, sugar estates, engines and materials free of duty(r).....	268,594 00			

(a) Communicated to the Department of State June 7, 1854.

(b) Sweet oils, spirits, cider, and beer.

(c) Cured meats of all kinds.

(d) Dried herbs included.

(e) Of all classes.

(f) In grain and ground.

(g) Special duty; 800 barrels by Spanish vessels, and 6,677 barrels by American vessels.

(h) Cod, hake, haddock, &c.

(i) Lard, bread, butter, and vegetables.

(k) Duty \$3 75 per 400 pounds.

(l) Value of \$240 in Spanish vessels.

(m) Ten per cent. duties per valuation, favor of Spanish bottoms.

(n) Free; Spanish vessels brought \$17,000; bullion per United States steamer.

(o) Free; by United States steamer.

(p) Including coal, free of duty, of the value of \$61,217 75.

(q) Products of the Island of Cuba.

(r) Not included in the usual commercial transaction.

SUMMARY.

Duties paid at the ports of the island of Cuba by vessels of all nations, including cargoes by same.....	\$8,873,086 62
Duties paid by vessels of the United States, with their cargoes, and including office fees, tonnage, light, and mud machine dues	3,338,120 91
Difference	5,534,965 71
Commercial movement of Cuba with the world	57,234,178 93½
Commercial movement of Cuba with the United States	18,663,553 98
Difference	38,570,624 95½
Small expenses included in the statement :	
Official visits, captain of the port and interpreter	\$9,430 00
Health visits by physician of the board of health	9,743 00
Mud machine dues.....	71,046 75
Light dues.....	20,299 06
	110,518 81
Custom-house stamps, registry, sea-letters, translation of manifests, visits, &c., <i>not included in statement</i> for reason of the variable data, which I ascertain by average to be, for vessels of the United States ..	84,870 00
Vessels of all nations entered Cuban ports.....3,612. Tonnage 622,016. Sailed 3,274. In ports 338. January 1, 1853.	
Vessels of United States.....do.....1,886.....do.....324,785.....do.....1,644.....do.....242.....do.....	
Difference.....	1,726 297,231 1,630 96

For the year 1853 proportionate results obtain ; but, owing to mal-administration of the customs, there occur so many inexplicable discrepancies that the auditing department has not been able to reconcile them for proper presentation to the government or the public.

The commercial movement will bear addition of 25 per cent. in every item of its formation, to represent truly the business between Cuba and the United States, or the world.

List of the most important articles, products of the United States, and of the various classes of industry, imported into the island of Cuba in the year 1852, with values annexed.

Articles.	Values.	Articles.	Values.	Articles.	Values.
Salt beef, in barrels.....	\$22,256 06	Cheese	\$27,649 00	Powder.....	\$20,652 30
Salt pork, in barrels.....	29,356 43	Bread	12,870 00	Cooking utensils	22,901 43
Cured pork, hams.....	65,008 81	Lard	881,024 56	Tallow	34,234 00
Dry salted hams.....	36,913 62	Salt.....	16,438 56	Sperm candles	16,991 75
Jerked beef	6,236 93	White beans.....	32,028 00	Medicines, drugs	69,861 50
Beer, ale, and porter.....	36,470 87	Cot'n yarns and fabrics.....	141,742 75	Straw hats.....	18,000 00
Cider	16,133 81	Woolen.....	15,284 93	Soap	64,623 00
Apples	15,903 68	Linen	77,371 37	Various printed goods.....	85,143 12
Rice	811,751 88	Silk.....	64,192 84	Furniture.....	94,236 56
Corn.....	71,882 51	Lumber and fabrics.....	1,864,717 12	Paper of all kinds	75,821 75
Corn meal	5,948 75	Metals and fabrics.....	18,497 86	Perfumery	4,713 00
Flour	91,714 00	Leather and fabrics.....	38,294 06	Pianos.....	5,200 00
Cod, hake, &c.....	131,457 43	Whale and sperm oil.....	103,745 50	Hats	7,061 00
Herring	10,121 75	Spirits turpentine	21,276 62	Chewing tobacco.....	20,838 62
Various fish.....	8,158 62	Varnish	2,465 62	Tallow candles	48,823 00
Oysters.....	4,457 43	Blacking.....	5,864 75	Various ornamented	
Onions	32,684 00	Coals.....	61,217 75	fabrics, toys, fancy	
Potatoes.....	108,758 75	Glass (plates) and ware.....	28,850 43	goods, &c., &c.....	77,740 00
Butter	58,383 25	Iron ware	183,257 20	Ice.....	72,717 00

I find on a critical examination of the whole Spanish tariff, embracing 3,061 articles, a discrimination to the prejudice of the United States in all cases where the interests of the consumers and government here do not compel a contrary course ; and, for example, in the following manner, whereby to escape observation and the charge of unfair treatment : Handkerchiefs of cotton, *for duty*, assessed at 35½ per cent., and 1 per cent. balance on valuation ; while of *all other material*, and of expensive fabrics not made in, or of products of the United States, they are assessed at 29½ per cent., and 1 per cent. balance on valuation.

JANUARY 12, 1856.

Accompanying this, you have my report upon the productions and manufactures of this island, and exports from Havana. I have already explained the difficulty of coming to any exact figures; but I have sought with great diligence among the most intelligent merchants for the best information, upon which my report is based. The articles of tobacco and cigars, to which I call your attention particularly, have been the most difficult to estimate, and, notwithstanding the amount, the figures are deemed fully within the truth as it regards cigars.

ARTICLES OF EXPORT.

Sugar.—This is considered the greatest staple of the Island of Cuba. The grinding of the cane generally commences in the month of December, and the sugars are brought to market from January, and sometimes as early as the middle of December, until July; the greatest quantities come in March, April, and May. There are two kinds made, known as “clayed” and “Muscovado;” the greatest quantity by far is clayed. Of this, the principal division is: Florete, white, yellow, brown, and Cogucho. It is packed on the plantations. The clayed is put in boxes, weighing from 450 to 500 pounds gross; the tare usually is 47 pounds. A merchantable box of sugar must weigh 16 arrobas (of 25 lbs.) nett; if a little under, a deduction of 50 cents per box is made; and if much under, the sugar is rejected, as the export duty is upon the box, and it would not be for the interest of the shipper or exporter to accept any box weighing less than 16 arrobas. Muscovado is put in casks, weighing from 1,200 to 1,500 pounds gross; tare, 10 per cent. Clayed sugar is usually sold in lots, assorted half whites and half yellow or browns, per sample, by licensed brokers; it is examined before received, and that which is not equal to sample rejected. When sugar remains long in store it becomes moist and loses its grain.

The export of sugar from Havana, according to Humboldt, amounted, in the four years, 1760–63, every year only to about 13,000 boxes. Nine years, 1770–78, every year only to about 50,000 boxes.

Years.	Boxes.	Years.	Boxes.	Years.	Boxes.	Years.	Boxes.	Years.	Boxes.	Years.	Boxes.
1786	63,274	1799	165,602	1811	150,269	1823	300,207	1834	294,538	1845	261,340
1787	61,245	1800	142,097	1812	118,312	1824	247,008	1835	310,256	1846	515,279
1788	69,221	1801	159,841	1813	173,940	1825	200,039	1836	312,656	1847	648,521
1789	69,126	1802	204,404	1814	176,352	1826	263,748	1837	315,349	1848	684,981
1790	77,896	1803	158,073	1815	214,111	1827	261,006	1838	368,356	1849	602,220
1791	85,014	1804	193,955	1816	200,487	1828	264,817	1839	326,428	1850	743,525
1792	72,854	1805	174,544	1817	217,009	1829	260,065	1840	446,959	1851	883,546
1793	87,970	1806	156,510	1818	207,378	1830	305,472	1841	440,144	1852	731,310
1795	70,437	1807	181,272	1819	192,744	1831	276,330	1842	441,578	1853	802,818
1796	120,374	1808	125,375	1820	219,593	1832	301,579	1843	458,463	1854	877,477
1797	118,066	1809	238,842	1821	236,670	1833	284,925	1844	544,921	1855	965,677
1798	134,872	1810	186,672	1822	263,632						

The great increase in the production of sugar commenced about the year 1820, when steam was substituted upon plantations for ox or mule power. Nearly two-thirds of the quantity

exported is from Havana, and the largest portion on American bottoms. The above figures are from official returns which cannot be considered as correct; for many a vessel has been cleared as laden with a full cargo of molasses when she carried a full cargo of sugars, and thereby not only defrauded the royal revenue of the export duty upon the sugar, but had her tonnage duty not levied or returned to her, and in former years many vessels having a full load of sugars cleared in ballast; but even supposing that they gave the true quantity exported, they certainly give no idea of the extent of the crop. The consumption on the island it is impossible to estimate; the quantity is almost incredible. No country in the world consumes so much sugar as the people of this island in proportion to the population. Rich and poor—every table, almost without exception, exclusive of the negroes upon plantations—is furnished, more or less, with the preserved fruits of the country, and the quantity of preserved fruits sent to all parts of the world is very great. And then is to be considered the sugar that is consumed in a country where every white inhabitant, and a large portion of the colored population, also, take coffee three or four times a day. The prospects of the present crop, from all parts of the island, were never more flattering. It is probable that there will be a large increase over the last year's crop. Contracts have already been entered into, paying as high as \$22 per box. The boxes and casks are paid for separately, as will be exhibited in the *pro forma* invoices given in continuation. The brokerage upon sugar is 1 per cent., of which the purchaser pays $\frac{1}{2}$ per cent. and the seller the other $\frac{1}{2}$ per cent. * * * * *

Pro forma invoice of clayed sugar by a foreign vessel.

1,000 boxes of sugar, nett weight 16,500 arrobas, at 5 reals.....	\$10,312 50
1,000 “ “ “ “ “at \$3 25 each.....	3,250 00
	<hr/> 13,562 50

Charges.

Brokerage on \$13,562 50, at $\frac{1}{2}$ per cent.....	\$67 81 $\frac{1}{4}$
Export dues, at 7 reals per box.....	875 00
Weighing, drayage, lighterage samples, stamp paper, &c., at 37 cts. a box	370 00
	<hr/> 1,312 81 $\frac{1}{4}$
	14,875 31 $\frac{1}{4}$
Commissions, at 2 $\frac{1}{2}$ per cent.	371 87 $\frac{1}{2}$
	<hr/> 15,247 18 $\frac{3}{4}$
Reimbursement, 2 $\frac{3}{4}$ per cent. upon \$15,678 33.....	431 15
	<hr/> 15,678 33 $\frac{3}{4}$

Spanish quintals, 4,125 quintals, at \$3 80.08, at par.

100 Spanish lbs. = 101 $\frac{1}{2}$ American lbs., (U. S. quintal 100 lbs.) 4,186 quintals, at \$3 74.54, at par.

100 Spanish lbs. = 101.75 English lbs., (English quintal 112 lbs.) 3,747 $\frac{4}{112}$, at 17s. 1.59d. at 10 per cent. premium.

\$15,678 33, at 10 per cent. premium = £3,210 2s. 8d.

English quintals, 3,747 $\frac{4}{112}$, at 17s. 1.59d. = £3,210 2s. 8d.

4,125 quintals, (Spanish,) less 8 per cent., (French quintal 100 lbs.,) 3,795 quintals, at 21.08 francs, at 2 per cent. discount.

\$15,678 33, at 2 per cent. discount = 79,990.74 francs.

French quintal, 3,795 quintals, at 21.08 francs = 79,990.74 francs.

By a Spanish vessel the export duty is only 75 cents per box, or \$125 less upon 1,000 boxes. Take this sum, and commission upon it, \$3 12½, and the sum total of the invoice will be only

Reimbursement, 2¾ upon \$15,546 56¼	427 50
	<hr/>
	15,546 56¼
	<hr/>

4,125 Spanish quintals, at par.....	\$3 76.90
4,186 United States quintals, at 2½ per cent. discount.....	3 81
3,747 $\frac{4.8}{11.2}$ English quintals, at 10 per cent. premium	16s. 11.86d.
\$15,546 56, at 10 per cent. premium.....	£3,183 3s. 2d.
3,747 $\frac{4.8}{11.2}$ English quintals, at 16s. 11.86d.....	£3,183 3s. 2d.
3,795 French quintals, at 2 per cent. discount	20.90 francs.
\$15,546 56, at 2 per cent.....	79,318 55 fr's.
3,795 quintals, at 20.90 francs.....	79,318 55 “

Pro forma invoice of Muscovado sugar by a foreign vessel.

200 hogsheads, weight 9,624 arrobas nett, at 5 reals each.....	\$6,015 00
200 casks, at \$5 each.....	1,000 00
	<hr/>
	7,015 00

Charges.

Export duty 87½ cents per 500 lbs.....	\$421 00
Weighing, drayage, and lighterage, at \$1 18¾ per hhd.....	225 00
Brokerage, ½ per cent. on \$7,015	35 07
	<hr/>
	681 07
	<hr/>
	7,696 07
Commissions, 2½ per cent.....	192 40
	<hr/>
	7,888 47
	<hr/>

The same quantity of sugar shipped upon a Spanish vessel, the duty being only 75 cents per 500 pounds, would pay for export dues \$360 87.

COFFEE.

The production of this article has rapidly diminished during the last 14 or 15 years on the the north part of Cuba, owing to the low prices, scarcity of laborers, and consequent high rates of wages, and the larger profits in the cultivation of the sugar cane. The berry begins to ripen about August, when the picking is commenced and continued until December or January next. It begins to flower in February, March, April, or May; the third flower gives the best coffee; the article is brought to market throughout the year; but in December, January, and February, and even as late as March, it comes in greatest quantities. The packing in sacks of from 6 to 8 arrobas of 25 pounds is effected on the plantations; the tare of a sack is 2 pounds. Coffee is sold by regular licensed brokers by sample, and before being received is examined, and if not equal to the sample is rejected. It is usually classed into five grades: Superior, First, Second, Third, and Tréache. There is a class called “(Caracolillo,” a round bean, the produce of the

first bearing year, when the pods have only one kernel ; after the first year the pods have two kernels. Coffee when a long time in store loses its aroma and fades in color ; when good, the berries are smooth, equal, and unbroken, free from stones or unpleasant smell, and of a fresh green color.

The cultivation of coffee was introduced in the Island of Cuba in 1797-'8 by the French emigrants from Hayti. In 1804 the exports were 50,000 arrobas ; in 1809, 320,000 arrobas.

From Havana in the years specified there were exported as follows :

Years.	Arrobas.	Years.	Arrobas.	Years.	Arrobas.	Years.	Arrobas.	Years.	Arrobas.
1815	918,263	1824	679,385	1832	1,394,605	1840	1,278,413½	1848	121,936
1816	370,229	1825	850,216	1833	1,893,364	1841	739,158	1849	497,264
1817	709,351	1826	1,248,958	1834	934,760	1842	107,499½	1850	160,739
1818	779,618	1827	1,453,900	1835	819,352	1843	768,916½	1851	161,828
1819	642,716	1828	776,940	1836	922,493	1844	587,664	1852	150,698
1820	686,046	1829	1,093,596	1837	1,409,637	1845	1,059,052	1853	164,658
1821	792,510	1830	1,063,516	1838	916,838	1846	237,113	1854	108,000
1822	501,429	1831	1,391,298	1839	697, 91	1847	329,170	1855	28,746
1823	895,825								

By the above figures it will be observed how sadly the production of coffee has decreased within the last few years. The time is now fast approaching when none will be raised on this side of Cuba, and then the inhabitants will have to depend upon the coffee raised in the district of St. Jago de Cuba, which is still quite large in quantity ; and were it not for the immense quantity of beans, corn, and other grain that are roasted and mixed with the real coffee the quantity of the latter would scarcely suffice for the consumption of a country where it is used in such great quantities. It is believed by many that the time will arrive when the Island of Cuba will have to import coffee for the consumption of her inhabitants.

Pro forma invoice of coffee.

The export duty, when shipped upon a Spanish bottom, is only 12 cents per quintal, or 100 Spanish pounds ; 100 bags, net weight 16,350 pounds, at 7 cents.....	\$1,144 50
100 bags, at 5 reals.....	62 50
	<hr/>
	1,207 00

Charges.

Export duty on a foreign vessel 20 cents per 100 pounds.....	\$32 70
Weighing and drayage 12½ cents per bag.....	12 50
Brokerage ½ per cent.....	6 03
	<hr/>
	51 23
	<hr/>
Commission 2½ per cent.....	1,258 23
	31 45
	<hr/>
Total.....	1,289 68
	<hr/>

By a Spanish vessel would amount only to \$1,269 57, deducting from \$1,289 68, \$20 11 for difference in duties and commissions.

MOLASSES.

This article is carted from the estates to convenient shipping places on the coast; a considerable quantity is brought to the port of Havana in droghers, (coasting schooners,) but it is usually sold to be received elsewhere on the coast, and vessels go from the open ports to take in cargoes of the article, returning to the open ports to clear. All molasses taken at the outports are, of course, included in the amounts of exports of the open ports, from which the outports depend, or of those where the vessels obtain their clearance. The shipments generally commence about the end of December. The price is always stipulated by the keg, computed at $5\frac{1}{2}$ gallons, and the price of the cask is added at $5\frac{1}{2}$ cents per gallon, and when an unusual number of tierces and barrels are taken these casks are charged for at 7 cents per gallon. The casks are always gauged with the rod, from which the outs are taken with an out-stick. An excess of about 7 per cent. over the true contents is thus obtained.

This article is not only exempt from payment of export dues, but the vessels carrying full cargoes of the same, and nothing else, have their tonnage duty returned, or are exempted from the payment thereof. This is of great importance, and gives life to the trade, for the tonnage upon a foreign vessel is \$1 50 per ton, and 1 per cent. additional upon the total amount of the duty proper.

There are two articles that have for some time past been exported, known under the respective names of concentrated melados and concentrated molasses. These articles have heretofore enjoyed the exemption from export duty, and the vessels carrying them that of the tonnage money, but by a recent order of the superintendency general of the exchequer of the island, dated December 11, 1855, concentrated molasses and concentrated melados must pay on being exported in the proportion of $72\frac{1}{2}$ per cent., as common sugar, deducting from its weight that of the hogsheads or casks, and the vessels carrying the same have to pay the full tonnage dues. This order is headed by a preamble to the effect that it has been proved beyond doubt that under the denomination of molasses are exported concentrated melados and molasses containing 80 and 65 per cent. of sugar that is to be granulated.

Any one would be led to suppose that the exports of molasses would have considerably diminished in extent from the many improvements that have of late taken place in the manufacture of sugar, by which much of the molasses is reboiled and granulated, and also from the large number of distilleries that have been recently established in various parts of the island, some of them distilling 20 or 30 pipes of rum per day, but the quantity shipped from this consular district in the present year will be found to be not a great deal under that of last year. The article employs a large number of American vessels, at the same time a larger amount has been shipped to Europe and British America than any previous year. It will be perceived, however, that no doubt, from the reasons above stated, the export of this article has not increased in the same proportion as sugar.

EXPORT OF MOLASSES FROM HAVANA.

In 1839—50,651 $\frac{1}{2}$ hlds., of which to the United States.....	50,152 $\frac{1}{2}$
In 1840—46,277 “ “ “ “	45,912
In 1841—44,145 “ “ “ “	43,101 $\frac{1}{2}$
In 1842—38,184 $\frac{1}{2}$ “ “ “ “	37,285
In 1843—33,561 $\frac{1}{2}$ “ “ “ “	32,158

In 1844—34,415 hhds., of which to the United States	34,012
In 1845—19,300 “ “ “ “	17,301
In 1847—39,157 “ }	
In 1848—33,741 “ }	
In 1849—43,844 “ }	
In 1850—44,716 “ }	
In 1851—50,431 “ }	
In 1852—43,087 “ }	
In 1853—44,474 “ }	
In 1854—39,365 “ }	
In 1855—34,875 “ }	

But a very small portion went anywhere not in the
United States.

Pro forma invoice of Molasses.

100 hhds., guaging 13,750 gallons, or 2,500 kegs of 5½ galls. each, qrs.	\$625 00
“ Casks at 5½ cents per gallon	756 25
	<hr/>
	1,381 25

Charges.

Cooperage (to United States) 50 cents per hhd.....	50 00
Commissions 2½ per cent.....	35 78
	<hr/>
Total	1,467 03

When a person is employed to guage and receive the molasses on board, he is usually allowed 12½ cents per hhd. Cooperage of barrels is 25 cents each, and the same charge per hhd. for lighterage ; but this last expense more properly belongs to vessels to pay.

HONEY.

Honey is entirely of domestic production, in the same mode that it was a century ago, in rough boxes about 4 feet long, and about 12 inches square, resting upon stones about 6 inches from the ground, shaded by a grove of small trees ; 100 and 200 boxes are frequently found on the same place ; but little care is taken in the collection of honey, and consequently it is full of impurities. It is gathered twice a year—in August and January. The prices vary little from 40 cents per gallon. Sales are effected per gallon ; it is generally put up in tierces, and the casks are also charged for at the rate of 7 cents per gallon.

The exports of this article in 1854 were about 2,311 tierces, of which about 500 went to the United States ; 727 to Hamburg and Bremen ; 245 to Holland ; 343 to Belgium ; 133 to Spain ; 217 to South America and Mexico ; and the balance to England, France, and Italy.

In 1855, there were exported from Havana 1,817 tierces, of which 649 went to Hamburg and Bremen ; 367 to Holland ; 299 to Belgium ; 278 to Cowes and a market ; 116 to the United States ; and the rest to Spain, Italy, &c. The average contents of a tierce is about 80 gallons.

Pro forma invoice of Honey, per foreign vessel.

100 tierces of honey, guaging 8,876 gallons, at 40 cents each.....	\$3,550 40
100 casks, at 7 cents per gallon.....	621 32
	<hr/>
	4,171 72

Charges.

Export duty on custom-house valuation of \$18 75 cents per	
100 gallons, at $7\frac{1}{4}$ per cent.....	\$120 66
Cooperage $37\frac{1}{2}$ cents per tierce.....	37 50
	<hr/>
	158 16
	<hr/>
Commissions $2\frac{1}{2}$ per cent.....	4,329 88
	108 24
	<hr/>
Total.....	4,438 12
	<hr/>

By a Spanish vessel the duty is only 4 per cent. upon the same valuation, as above given.

WAX

Is produced from domesticated bees, and exported both bleached and unbleached, in cakes about 15 inches wide, 30 feet long, and 3 feet thick, and baled for shipping—2 cakes in each bale sometimes—but generally the article is put up in bales of 200 lbs. and upwards. Good wax is of a bright yellow, unctuous to the touch, soft, but a little brittle; when bleached, it is less unctuous than the yellow; transparent, hard and brittle, and with a slight appearance, when broken, of crystallization. The exports of this article were, in 1854, about 46,622 arrobas of 25 lbs. each, of which only about 90 went to the United States; 309 went to Great Britain; 10,655 to Spain; 35,439 to Mexico and South America; 50 to British America; and 79 to France.

The exports in 1855 were about 54,646 arrobas: 12,116 to Spain; 254 to the United States; 716 to Great Britain; 41,554 to South America and Mexico; and the rest to various other places. The prices vary from 30 to 50 cents per lb.

Pro forma invoice of Wax.

10 bales white wax, 1,125 lbs., at \$34 per quintal.....	\$382 50
10 bales yellow wax, 1,125 lbs., at \$26 per quintal.....	292 50
	<hr/>
	675 00

Charges.

Export duty, 1,125 lbs., custom-house valuation 18 cents per lb.	\$202 50
“ 1,125 “ 12 “	135 00
	<hr/>
Total, \$337 50, at $7\frac{1}{4}$ per cent.....	\$24 47
Baling \$1 50 per bale.....	30 00
Drayage, &c.,	2 50
Brokerage $\frac{1}{2}$ per cent.....	3 38
	<hr/>
	60 35
	<hr/>
Commissions 2 per cent.....	735 35
	18 38
	<hr/>
Total.....	\$753 73
	<hr/>

The above is per foreign vessel: If shipped upon a Spanish bottom, the duty is only 4 per cent. on the valuations above specified.

AGUARDIENTE (TAFIA, OR RUM.)

This article is distilled from molasses and the refuse of sugar works. It is sold per pipe of 125 gallons, with or without cask, according to agreement; good tafia is of not less than 20 degrees, clear and transparent, slightly brown in color, and smooth taste. The exports of this article last year were about 15,473 pipes, of which, 7,535 went to Spain; 150 to the United States; 294 to Great Britain; 2,091 to Cowes, or Falmouth and a market; 640 to Hamburg and Bremen; 2,637 to France; 583 to Trieste and Venice; 1,379 to South America and Mexico; and the balance to Italy, Gibraltar, and a market.

The exports of 1855 very considerably exceed any previous year, and from the number of extensive distilleries recently established, the article is likely to form a considerable item of exportation in future. It has commanded the last year as high as \$45 and \$48 per pipe during a portion of it; at the termination of the year it was quoted at \$40 to \$42, brisk. The number of pipes shipped were 21,102, of which 840 went to the United States; 3,499 to Great Britain; 798 to Germany; 2,114 to France; 12,787 to Spain; 809 to South America and Mexico; and the balance to Italy and other countries.

Pro forma invoice of Rum.

10 pipes (including cask) at \$42..... \$420 00

Charges.

Export duty (free.)

Shipping expenses..... \$3 50

Cooperage 50 cents..... 7 50

Brokerage $\frac{1}{2}$ per cent..... 2 10

13 10

433 10

Commissions $2\frac{1}{2}$ per cent..... 10 82

Total..... \$443 92

LEAF TOBACCO.

Tobacco is one of the most important articles of production in the island. The planters commence to plant in August or September, after the heavy rains are over, and the northers may be looked for, which generally come accompanied by a drizzling rain that is favorable to the plant. In February or March, and as late as April, the tobacco is cut and taken to a house or shed, erected for the purpose of affording shade, and at the same time a free circulation of air; it is placed on cujes, (poles,) laid horizontally at some distance from the ground, where it is allowed to become perfectly dry until the spring rains commence, when the humidity seizes the leaf, causes it to swell, and to take the silky appearance peculiar to it. It is then taken from the poles and laid in a heap on the ground, the leaves being slightly sprinkled with water; in this state it undergoes a species of fermentation. After this operation is gone through, the leaves are placed in manojes, (hands;) afterwards it is a very common practice to take a quantity of refuse leaves and infuse them in a certain quantity of water, and, in some instances, wine, and even alcohol, or, rather, tafia is used when the tobacco is light colored and weak, and it is desired to give it increased strength. This infusion undergoes a state of fermentation, after which the refuse leaves deposit themselves at the bottom. The tobacco is dipped into this prepa-

ration before being hung up in a room almost air-tight, where it undergoes the sweating, to which the name of *calentura* (fever) is given; the process of dipping is performed as many times as the tobacco may require. I am under the impression that this process might be used to great advantage with the Connecticut tobacco. The qualities of Cuba tobacco vary according to the section or district in which it is produced: that grown on the western end of the island is the celebrated Vuelta Abajo tobacco; that raised in other parts of the island, which is very inferior in quality, is known under the name of Vuelta Arriba. There is another class, called *Yara*, from which Puerto Principe cigars are made. This is very good for those who like it.

The best Vuelto Abajo tobacco is grown on the margins of certain rivers, which are periodically overflowed, and is called *tobacco de rio*, distinguished from other tobacco by a fine sand found in the creases of the leaves. Good tobacco is aromatic, of a rich, brown color, (this color is preferred by those who are fond of a strong cigar, but there is many a light colored leaf that is quite as strong,) without stains, and the leaf thin and elastic, burns well without bitter or biting taste. There is probably no production of the earth that offers so many disappointments; the raising of it is subjected to many *contre-temps*. If I am not mistaken, only one good crop is made in three years on an average. Tobacco is usually divided into five classes, to wit:

Calidad or Libra: this is the best tobacco; the bales always contain 60 hands or *manojos*, of 4 *gavillas* or fingers, of about 25 leaves each, and marked £60. The strongest cigar is made with this leaf.

Infuriado Principal or Primera, (firsts:) has less flavor than Libra, and is generally of lighter color. The leaves should be whole and elastic; 80 hands, of 4 *gavillas*, (of 30 leaves,) are in each bale, which is marked B 80.

Segundas, (seconds:) many good wrappers in these; but the majority of the leaves are stained, have a bad color, or have been slightly touched by the worm. This wrapper is weaker than the firsts. This class is put up in bales of 80 *manojos*, of 4 *gavillas*, each of these of 35 to 40 leaves, and marked Y 2 a 80.

Terceras, or thirds, constitute the best fillers, and some wrappers are found among them, especially if the tobacco is new. The bales have 80 *manojos*, of 4 *gavillas*, having upwards of 40 leaves each; the bales are marked 3 a 80.

Cuartas, or fourths: the most inferior class, fit only for fillers. The bales contain 80 *manojos*, of 4 *gavillas*; no determined number of leaves in the *gavillas*; marked 4 a 80. Vuelta Arriba tobacco is put up in the same, or a similar, manner.

It would be difficult, indeed, for any one to attempt to fix prices for tobacco; they vary from, say \$10 to \$170 generally, but occasionally fabulous prices are paid for that which is very good in quality, and which offers a fair prospect of yielding a large number of cigars. I have it from a very reliable source, that a little over a month since, the celebrated factory of "La Hija de Cabañas, y Carbañal" paid the sum of \$10,000 cash for a lot of only 45 bales, none of which exceed 100 lbs. in weight. By the following quotations, given by our latest price current, it will be perceived how varied the prices are for tobacco:

\$120 to \$140 for firsts, seconds, and thirds.

60 to 80 for fourths.

40 to 50 for fifths.

20 to 30 for sixths.

17 to 20 for sevenths and Capadura.

} According to quality, selection, and renown;
all is Vuelta Abajo.

When tobacco is shipped, it is generally covered with crash.

The same difficulty arises in making estimates of production or even of exports of this article as in every other article produced by the island. The general estimate of exports from Havana is about 55,000 pounds per month; the number of pounds exported in 1854 was 5,452,206, viz: to the United States, 1,913,365 lbs.; to Great Britain, 272,716 lbs.; to Germany, 738,378 lbs.; to Holland, 25,841 lbs.; to the Baltic, 16,825 lbs.; to Belgium, 79,085 lbs.; to France 279,860 lbs.; to Cowes, Gibraltar, Falmouth, and a market, 44,490 lbs.; to South America and Mexico, 201,541 lbs.; Spain, 1,880,105 lbs.; and the rest to other countries.

In 1855 the exports are calculated at 7,791,452 lbs., say: to the United States, 2,382,742 lbs.; to Great Britain, 147,419 lbs.; to Germany, 1,316,901 lbs.; to Holland, 138,690; to Belgium, 142,200 lbs.; to France, 290,252 lbs.; to Cowes, Falmouth, Gibraltar, and a market, 59,202 lbs.; to South America and Mexico, 485,682 lbs.; Spain, 2,828,364 lbs.; and the rest to other countries.

The production of tobacco is increasing very fast, and it will form one of the principal articles of exportation from Havana; it may very justly be said to be already so, independently of the immense quantity that is sent out in the shape of cigars.

Pro forma invoice of Tobacco.

10 bales of 1sts, at \$60.....	\$600 00
30 bales of 2ds, at \$20.....	600 00
	<hr/>
	1,200 00

Charges.

Export duty on 3,826 lbs., at \$1 75 per 100 lbs.....	\$66 95
Baling.....	20 00
Shipping expenses.....	10 00
Brokerage, 25 cents each bale.....	10 00
	<hr/>
	106 95
	<hr/>
	1,306 95
Commissions, 2½ per cent.....	32 67
	<hr/>
Total.....	1,339 62
	<hr/>

The above is by foreign vessels to a foreign port. The duty, when shipped upon a Spanish vessel, is \$1 per 100 lbs.

Tobacco in dust, or scraps used for pipes, or for making paper cigars or cigarritos, pays, on being exported, 7¼ per cent. on a valuation of \$12 50 per 100 lbs., if shipped per foreign bottom, 4 per cent. per Spanish vessel for a foreign port, and 3 per cent. per Spanish vessel for a Spanish port.

The consumption of tobacco in the island, independently of that which is made into cigars, is also quite considerable, but that is more in the country by negroes on plantations, and of the inferior qualities, in their *cachimbas* or pipes.

CIGARS.

Are made of all classes of tobacco, and of various sizes and shapes, and therefore of various values. There is probably no manufactured article so difficult to estimate the true value of as

cigars; there are certain well known brands that can command almost any price; they have a fixed value; such, for instance, as those of "La Hija de Cabanos y Carbajal," "Cabargas," "Patargas," "La Higuera," &c., and even amongst those of high reputation, and having apparently fixed prices, cigars are delivered at lower rates than those appearing in the bill of rates to persons that advance them large sums of money for the purchase of tobacco, and receive in payment large quantities of these cigars per month. These celebrated brands are known to be the purchasers of the best and highest priced tobacco; at the same time it is well known that they purchase cigars from smaller factories, make selections with great care, pack them in their own boxes with their own brands, and obtain for these the same prices as for the cigars made at their own manufactories; and just as good an article may be procured elsewhere for half the price. But very few of the cigars proceeding from those celebrated factories are consumed on the island; and there are even some, but comparatively few of whose cigars are sent to the United States, and there are many whose works all go to the States. I mean, in the above remarks, in the way of trade.

It would be quite impossible to give any positive figures in regard to the extent of manufacture of cigars in this island; notwithstanding all my diligence in procuring information, and the various modes employed for the purpose, my efforts have failed. The only mode I could find to make an approximating estimate of the quantity manufactured is by estimating first the number of smokers in the island. And here I met one great stumbling-block—"what is the population of Cuba?" It is calculated as low as under one million and as high as one million and a half.

It must be borne in mind that almost every man, and a very large portion of women, in the island smoke cigars; and although it is very true that a large number use the cigarritos or paper cigars, still, it is known that a very large portion of these also consume the other kind or "puros." My object has been to ascertain, in the first place, the home consumption. In my persevering efforts to estimate the number of smokers by inquiries from both Spaniards and Germans, I find the estimate varying between 300,000 and 1,000,000. Ten cigars per day is considered about the average quantity consumed by each person. As my basis of calculation I have put down the number at 400,000. This would give for the consumption of the island the almost incredible amount of 1,460 millions of cigars per annum, equal to 1,460,000 boxes of 1,000 each. Calculating each thousand to weigh 12 lbs., each smoker consumes 44 lbs. per annum. This, taken in connexion with the amount of exports from all parts of the island, that cannot be less than the consumption, swells the figures to an extent that is startling, and makes me doubt the basis of my calculation. And yet I am told by many that I am rather under than over the number of smokers, and the quantity they consume per day.

I have felt an increased interest in the article as I have progressed in my inquiries, and from the belief that it is the first attempt that has been made to form an estimate in any way of the extent of the manufacture or consumption. It is almost as difficult to ascertain the amount of exports; the officers of the customs are, it is believed, more particular in the protection of the royal revenue now than formerly; still, there are a large number of cigars exported that are not entered, of which a very large quantity are smuggled out, say about one-third, and some believe fully one-half of the quantity actually taken out. Under any circumstances it is clear that the production of tobacco is to a much greater extent than has been generally estimated or rather believed. The truth is, no estimate, as far as I can know, has ever been made before. If I have approached a correct estimate, the amount of production of tobacco and the profits in

the quantity manufactured fall very little short in value to that of the sugar crop. Both the cultivation and manufacture are yearly increasing; new factories are almost weekly springing up in this city, and I suppose in other parts of the island.

The exports of cigars, as per official returns appearing in the weekly report and price current published in this city, were, in 1854, from Havana, 263,626,000, viz: to the United States, 142,259,000; to Great Britain, 30,604,000; to Cowes and Falmouth, the destination from thence unknown, 2,162,000; to the Baltic, 2,735,000; to Hamburg and Bremen, 27,650,000; to Holland, 5,122,000; to Belgium, 5,917,000; to France, 85,998,000; to Spain, 5,454,000; to Trieste and Venice, 863,000; to Italy, 70,000; to Gibraltar and a market, 94,000; to British America, 143,000; to South America and Mexico, 4,465,000.

For 1855 reference is requested to the printed statements in continuation, taken from the weekly report, &c.

Attention is also called to the tables herewith accompanied, taken from the "Diario de la Marina" of January, 1856. This newspaper is undoubtedly a very well conducted journal, and worthy of consideration.

Pro forma invoice of cigars.

10,000 cigars, regalia, 1^a (brand) at \$42.. \$420 00

Charges.

Export duty, 75 cents per thousand	\$7 50	
Case (if they are put in a case)	1 25	
Porterage, or drayage and lighterage.....	1 75	
		<hr/> 10 50
		430 50
Commissions 2½ per cent.....		<hr/> 10 75
		<hr/> 441 25

To which is to be added the consular certificate, when the invoice requires the verification. The export duty on cigars shipped per Spanish vessel is the same as upon foreign.

PAPER CIGARS, OR CIGARRITOS.

An immense quantity of this article is consumed in the island, and a very large amount exported to Spain, Mexico, and South America. A very considerable quantity is also shipped to New Orleans, New York, San Francisco, and other places in the United States. I have it not in my power to give any sort of estimate of the consumption and exportation; the manufacture of the article is, however, a large branch of industry. The price of the best kind is \$1 per 40 paper bundles, containing each some 36 to 40 cigarritos. The export duty is upon a valuation of \$2 50 cents per 100 bundles, 7¼ per cent. per foreign vessel bound to a foreign port; 4 per cent. per Spanish vessel bound to a foreign port; 3 per cent. per Spanish vessel bound to a Spanish port.

Sweetmeats, copper ore, and woods constitute the other principal articles of export from Cuba. The sweetmeats are made with the fruits of Cuba, especially the guava, of which a great deal is consumed on the island, and a very considerable quantity exported. I cannot at present furnish any estimate of the exports. The duty is laid upon a valuation of \$4 50 per 25 pounds,

to wit: $7\frac{1}{4}$ per cent. if shipped per foreign vessel to a foreign port; 4 per cent. if shipped per Spanish vessel to a foreign port; 3 per cent. if shipped per Spanish vessel to a Spanish port.

Copper ore will ere long be one of the most valuable exports from this island. Already there is a considerable amount of British capital engaged in mining, and from report the capital is likely to be largely increased. It is impossible to come at the exact figures of the amount of exports, but it may be fairly put down at 27,100 tons. The ore extracted by British capital is sent to Swansea. Some tons have been sent from this side of the island to Baltimore. No market value may be properly stated for the article.

Cedar, mahogany, and other woods are sent out principally from the south side of the island; of the first class a large quantity is used for cigar boxes and cases.

The rate or per centage of export of wood is the same for all kinds, $7\frac{1}{4}$, 4, and 3, but the valuations vary.

The duty upon copper ore is 9 cents per quintal, (100 pounds.)

Gold exported in any shape to a foreign country pays a duty of $2\frac{1}{4}$ per cent. upon a valuation of \$16 the ounce. Silver $3\frac{1}{4}$ per cent. upon \$16 a pound.

Of fruits, such as oranges, pine apples, aquacates, (alligator pears,) &c., a very considerable quantity are exported, especially to the United States. It would not be any easy matter to estimate the quantity, as no records worthy of the least credence are kept. It is free of duty.

Besides the articles above enumerated, there are many others exported from this island, but not from Havana, that I know of, such as cacao, tortoise shells, hides, and cattle; these four kinds I mention merely because they are subject to export duty. All others are free of duty.

AMERICAN CAPITAL EMPLOYED IN THE ISLAND.

I know of only two instances where American capital has been employed in the island: the gas works in this city established by James Robb, of New Orleans, probably to the extent of \$250,000, and the refinery at Matanzas, by the Belchers, of St. Louis, who may have invested \$150,000. There is one instance that came to my knowledge where a New York house has made over advances on the crops of a plantation, probably to the extent of \$75,000, and have been obliged to take the plantation as a collateral security, giving time for a reimbursement.

I believe the above are the only instances where American capital is employed here for the present. There is an insecurity in the investment of capital here from various causes, that no temptation is held out to prudent capitalists, notwithstanding the high rate of interests paid, from 10 to 20 per cent.

NEW BRANCHES OF INDUSTRY.

I know of none, unless it is the large increase of distilleries the past year. In one or more instances the entire crops of cane were consumed and distilled into rum. In one instance, unfortunately, by some accident, the whole establishment was consumed by fire soon after it commenced operations.

Agriculture seems to make little progress, except in sugar cane and tobacco. Some fields of *yuca* have been increased, owing to the great demand for starch, which is made from that root; some castor bean is also raised for making castor oil, but this is scarcely worth mentioning.

In scientific discoveries, notwithstanding my diligent inquiries, I cannot learn of anything. In the useful arts, a Spaniard resident here has taken a patent for pressing sugar in boxes, which is likely to become popular, and if really successful, our countrymen from Maine, &c.,

will not, perhaps, be much obliged to the inventor, as, if not diminishing the quantity of boxes required, it may, perhaps, prevent the further development of the sugar-box shooks trade. Several other patents have been taken the past year, but I have heard of none having become practicable.

The public works of principal note are the commencement of the line of fortifications round the city about a mile distant. They are all staked off, and the first on the border of the Gulf has been actually commenced. The progress is very slow. These are to supply the place of the walls round the city, the demolition of which already is begun; but this of late seems to be suspended. General Concha, the present captain general, has made a number of valuable improvements, which have been completed; the principal is the extension of the sheds throughout the whole length of the quays, one of the most valuable commercial improvements made for a number of years.

Comparative statement exhibiting the exports from Havana during the years 1854 and 1855.

To—	Sugar, boxes.		Coffee, arrobas.		Molasses, hhds.		Honey, tierces.		Wax, arrobas.		Rum, pipes.		Cigars, M.		Tobacco leaf, lbs.	
	1854.	1855.	1854.	1855.	1854.	1855.	1854.	1855.	1854.	1855.	1854.	1855.	1854.	1855.	1854.	1855.
Spain.....	124,391	203,927	24,713	16,020	445	164	109	94	12,155	12,146	6,752	10,666	6,875	7,632	1,870,105	2,827,834
United States.....	127,136	194,281	53,161	53,161	28,686	31,954	505	116	207	254	150	840	142,391	118,119	1,666,969	2,382,742
England.....	61,737	27,585	20	48	1,927	646	.....	.....	909	746	544	2,419	30,615	24,134	272,766	147,419
Cowes, and a market	287,233	205,660	18	67	1,071	12	75	276	.....	9	2,091	2,080	2,162	2,958	44,490	23,602
Baltic ports.....	21,802	34,874	23	12	.....	171	.....	.....	.....	.....	.....	6	2,735	2,060	18,825	.....
Hamburg and Bremen	50,386	53,956	1,464	65	126	.....	727	639	.....	.....	640	790	27,650	26,478	788,378	1,316,900
Holland.....	11,923	13,388	6	4	.....	.....	245	347	.....	.....	.....	2	5,122	4,058	25,841	138,690
Belgium.....	43,548	34,475	2,162	132	.....	.....	343	289	.....	.....	.....	.....	5,917	5,056	79,055	142,290
France.....	109,729	149,367	11,891	103	.....	190	60	.....	279	.....	2,404	2,614	36,248	52,929	279,867	290,250
Trieste and Venice	36,653	18,048	7,129	.....	.....	.....	10	12	.....	.....	583	.....	963	2,921	.....	.....
Italy.....	3,678	6,869	9,835	36	.....	.....	.....	.....	.....	.....	70	93	310	288	.....	.....
Other ports.....	21,194	24,210	5,655	1,610	3,261	1,802	217	22	36,989	41,654	1,473	1,471	5,202	7,818	182,141	521,282
Total.....	899,410	966,640	116,077	27,908	35,516	35,039	2,291	1,795	50,539	54,809	14,707	20,982	266,190	254,542	5,396,447	7,790,919

Statement exhibiting the number of passengers arriving at the port of Havana during the year 1855.

	In national vessels.	In foreign vessels.
Private individuals.....	7,349	2,693
Belonging to the national army.....	5,286	.....
Laborers from the Canaries.....	504	From Yucatan, 524
Laborers from China.....	.....	3,015
Shipwrecked.....	48	96
In transit.....	.....	7,481
From other ports on the island.....	9,938	.....
Total.....	23,125	13,809
General total.....	36,934	

Of the above number there arrived from the United States, (exclusive of transit passengers,) 2,990.

Statement exhibiting the quantities of Cuban staples registered for exportation in the custom-house of Havana, during the twenty years designated.

Years.	Sugar.	Coffee.	Cigars.	Leaf Tobacco.	Molasses.	Honey.	Wax.	Rum.
	<i>Boxes.</i>	<i>Arrobas.</i>	<i>M.</i>	<i>Lbs.</i>	<i>Hhds.</i>	<i>Tierces.</i>	<i>Arrobas.</i>	<i>Pipes.</i>
1836.....	213,978	839,956	94,564	1,295,896	44,781	1,340	20,489	3,115
1837.....	321,657	1,409,789	143,705	1,196,185	43,278	1,399	35,414	2,497
1838.....	344,494	864,490	171,413	1,528,125	56,452	1,173	20,251	3,976
1839.....	330,614	1,174,996	153,370	1,356,929	50,613	1,545	29,534	5,058
1840.....	447,578	1,272,822	137,067	1,025,362	47,006	2,113	24,448	8,473
1841.....	436,890	749,570	159,450½	1,452,989	42,909	1,974	28,815	8,752
1842.....	427,947	1,081,486	130,727	1,018,990	37,459½	2,643	29,351	6,752
1843.....	461,307	773,043	152,009	2,138,802	35,721	2,198	37,048	6,223
1844.....	534,582	579,248	149,583	1,286,242	35,812	1,963	31,759	4,966
1845.....	267,595	170,466	119,271½	1,633,073	20,075	847½	31,409½	2,727
1846.....	515,900½	263,946	151,923	3,850,637	26,679¾	1,887½	37,487½	6,042
1847.....	661,766½	346,390	210,027	2,109,159	32,765	1,425½	36,095½	10,891
1848.....	686,083½	132,172	149,667	1,354,722	25,934	1,707	36,923	11,305½
1849.....	605,463½	509,044	112,946	1,323,891	34,413	1,939½	26,048	7,499½
1850.....	704,777	170,902	203,068	4,007,000	28,615	2,156½	43,894	7,091½
1851.....	849,018	150,253	261,989	4,093,531	44,539	2,108	45,666	5,792
1852.....	688,747	158,496	170,559	3,182,577	39,515	2,114	37,413	5,846
1853.....	740,835¾	173,348	293,385½	4,069,069	28,433	1,882½	27,012½	9,014
1854.....	837,908½	121,701½	244,507¾	5,152,850	38,611½	2,253	53,253	15,770½
1855.....	1,050,546	30,727	263,644	7,058,912	26,986	2,061	68,150	20,854

Computed value of the production of Cuba in 1855.

Sugar, 2,000,000, at \$18	\$36,000,000
Molasses, 200,000 hhds., at \$12.....	2,400,000
Wax and honey	1,000,000
Tobacco, cigars, and cigarritos.....	32,000,000
Coffee.....	1,000,000
Minerals.....	2,500,000
Rum	1,000,000
Fruits and other articles.....	2,000,000
Total	<u>77,900,000</u>

MATANZAS.

EDWARD WORRELL, *Consul.*

APRIL 28, 1854.

In compliance with the instructions contained in the department circular of March 15, I now lay before the department such information, in answer to said circular, as I have been able to collect. I am perfectly aware it is not as full as it might be; but I hope the department will take into consideration the short time I have been on the island, and connected with the consulate.

ANSWERS.

FIRST SERIES.

1st. I believe the treaty of commerce between the United States and Spain has been adhered to, except in one point, which is an important one. In article 768 of Digest of Laws of the United States, this paragraph of said treaty occurs: "If the ship of the said subjects, people, or inhabitants of either of the parties shall be met with, either sailing along the coast or on the high seas, by any ship-of-war of the other, or by any privateer, the said ship-of-war or privateer, for the avoiding of any disorder, shall remain out of cannon-shot, and may send their boats aboard the merchant ship which they shall so meet with, and may enter her to the number of two or three men only, to whom the master or commander of such ship or vessel shall exhibit his passports concerning the property of the ship, made out according to the form inserted in this present treaty; and the ship, when she shall have shown such passport, shall be free and at liberty to pursue her voyage, so as it shall not be lawful to molest or give her chase in any manner, or force her to quit her intended course."

This provision of the treaty has been violated in more instances than one; and latterly, by firing at the schooner "Lamartine," in her passage from Mobile to Cardenas, a full account of which I have furnished the Department of State, also with the correspondence between the governor of the island of Cuba and myself on the subject.

2d. The commercial intercourse with the United States and other nations is dependent on the regulations of the mother country principally; but subject, at times, to the decrees and interpretations of the local authorities of the island. The present existing regulations are not for any fixed or definite period, but liable to change at any moment by a decree from the home government, or the local power. When any change is made by the local powers or authorities here, it goes into effect immediately, though subject to discontinuance by the government in Spain, and sometimes such decrees have been known to have a retrospective effect, and duties have been thus collected on goods imported from the United States some time previous to the date of the decree, and when the duties accruing by the then ruling tariff had been liquidated and bonds annulled. This information is given by a merchant who was himself a sufferer from this unjust proceeding.

3d. There is no distinction between the commerce of the United States and other nations as regards any privileges or restrictions in the island; but the tariff is made up of certain per centages on fixed valuations, which are presumed to represent the selling price here, including freights, the very duties themselves, and all the charges. These fixed valuations are arbitrary, and *happen* to be much higher in proportion to cost and shipment on those goods usually imported from the United States than on those usually imported from Great Britain, France, &c., such, for instance, as on flour, beef, pork, and many other articles, which are almost prohibitory. Lumber, \$6 per M.; nails, $2\frac{1}{8}$ per cent. per quintal, equal to 50 per cent. on home cost. In the semi-official paper, subject as they all are to censorship, it has lately been gravely discussed that it would be a good arm in the hands of the government to punish the temerity and hostile acts of the Americans, by making these valuations (of which they would have no right to complain) serve to encourage the commerce of Great Britain, as a friendly power, by decreasing them on those goods usually imported from thence, and discouraging that from the *neighboring republic* as unfriendly, by increasing them, the per centages remaining always the same on each.—(See "*Diario del Marina.*") While the duties on nails (imported almost wholly from

the United States) are so high, a factory has been in operation in Havana for the last few years, under the protection of the government, with privilege to import the iron (which comes from Great Britain) free of duties.

4th. The port charges to each vessel that enters the harbor are as follows :

Tonnage duties, per ton.....	\$1 50	Interpreter's fee and translating manifest.....	\$8 00
Light money, per ton.....	6½	Opening register, or permission to load and clearance	27 00
Hospital dues, each vessel.....	2 00	Stamps and fort pass.....	2 50
Health visit, per ton.....	3	Custom-house and discharging extract.....	28 00
Harbor master, pilot, and governor's signature....	19 00		

The above is the charge made on each vessel, and the aggregate is greater or smaller, according to the size of the vessel ; as it is perceived, some of the charges are per ton. There is no charge made to national vessels, as I am informed, except for tonnage dues, 5 reals per ton, and 1½ balanza. (a)

5th. At Havana, goods are allowed to be entered in deposit, and transhipped to a foreign port, by payment of a small deposit duty, say 1 per cent., on valuation ; but it is not allowed within the jurisdiction of this consulate, except after payment of full duties. Vessels may enter their cargoes, however, in transit, and carry them in the same vessel to another port of the island, or to a foreign port, without any charge whatever, except the port charges of anchorage, &c. If any part of cargo is landed, tonnage dues are exacted, but not otherwise.

6th. The moneys, weights, and measures are the same as those established by the supreme law of the mother country, except the doubloon and its parts, which are almost the only currency of the island. These are coined in Spain, and current there at \$16, but by a special decree for this island, they were made current here at \$17 each

The Spanish quintal is of 100 lbs., which is equal to 101¾ English, being 1¾ heavier than English or American weight.

SECOND SERIES.

1st. To answer this question I should be obliged, either myself or by agent, to visit every wholesale and retail shop and store in the two places—Matanzas and Cardenas—as I know of no other means of procuring the information asked ; and I have no doubt I should be answered in such a way as to place me as far from the information when I was done as when I commenced. There would, also, be such a difference in the different establishments, that I should be compelled to make an average. If I employed an agent, I will venture to assert I could not get the information at a less expense than about \$300 to \$400.

3d. The rates of insurance of produce shipped to the United States, mostly effected there, are about 1½ per cent. premium. Freights (mostly American vessels) average about \$6 50 per hhd., \$1 75 per box sugar, and \$3 per 110 gallons of molasses, with the advantage to the vessel of not paying tonnage dues when fully loaded with the latter article. Commissions charged on shipments are 2½ per cent., but in many cases, when on planters' account, none are charged. I may here say that as high as \$9 per hhd. has been paid for sugar, and \$2 50 per box, and \$4 50 per hhd. for molasses. During the great scarcity of vessels, a part of the present year, freights to Europe have been excessively high ; a large part of the vessels occupied in this carrying trade are American ; as high as £7 sterling has been paid per hhd. of sugar.

3d. Sales and purchases of sugar are mostly made through sworn government brokers, whose charge is one per cent., divided between buyer and seller.

(a) Light-house dues, 3½ cents per ton, and 1 per cent. Health dues, 1½ cents per ton, and 1 per cent. Pilotage and harbor master, \$14 25.

4th. The average rate of exchange during the past year has been higher than usual, being above par, but generally it is from 1 to 2 per cent. discount. The true par of exchange is dollar for dollar.

5th. To attempt a tabular form of imports would occupy more time than it would be possible to devote to it. I therefore refer to the copy of the tariff I shall enclose, with the answers to your circular of the 8th October, 1853,(a) both for the imports and exports.

6th. The copy of the tariff alluded to will show the department the export duty of the articles referred to in the query; but in addition to this tax is one of $2\frac{1}{2}$ per cent. on the estate of all the produce raised. This you will find particularly described in the translation of the colonization law, which I forwarded to the department some time since.

7th. For laborers per day, \$1 50; for mechanics, \$3 to \$4 per day; for clerks in commercial houses, from one ounce (or doubloon) to fourteen ounces per month; for slave labor on plantations, from \$17 (or one ounce) to one and a half ounces, and board, per month.

The closing paragraph in the circular requires me to furnish "full and regular files of price current sheets for said year at the most important markets in your (my) consular district." There are no regular price currents published, but each commission merchant makes his own out for his special constituents, and at the end of every year (31st December) makes a review.

TRINIDAD DE CUBA.

SAMUEL McLEAN, *Consul*.

MAY 1, 1854.

The only commercial regulations existing between Spain and the United States known to me are contained in the treaty made in 1795; and the only modification in the revenue laws of this island made since 1851, of which the department is not advised, is contained in the following royal order relating to vessels arriving with coal:

"The supreme government has decreed—*Firstly*. That vessels entering the ports of this island laden with coal, bringing a quantity equal to or exceeding their measurement, shall continue to enjoy those exemptions which have been granted by a previous decree, even when they bring, besides, other merchandise.

"*Secondly*. That those bringing coal as their sole cargo, but in quantity less than their measurement, will be exempt from tonnage dues to the amount of their cargo, but shall pay upon the difference between that amount and their measurement, but will enjoy the other exemptions.

"*Thirdly*. That those which bring the full amount of coal, with other cargo, shall be exempt from tonnage dues, but subject to ponton, health visit, register, and other corresponding fees.

"*Fourthly*. That vessels discharging coal, showing a result of 20 per cent. less than stated in the manifest, certified by the consul at the port of clearance, shall lose all right to any exemption whatever, and shall pay those dues exacted from vessels bringing other cargoes.

"Further, the term of this decree extends to one year from date, allowing a sufficient time to show whether it will be convenient to definitely establish or revoke it.

"Dated in Havana, 9th February, 1854."

On the 22d of April was published the following:

"Information is given to the commercial community, by order of the superintendency, that

(a) "Consular Returns—Navigation."

article 'third' of royal order, published in the official gazette of the 9th of February last, is to be understood in the following manner :

“That vessels which, besides coal in the same quantity less than measurement, import other cargo, in whatever quantity, are on the same footing with regard to tonnage, but subject to the payment of ponton, health visit, register, and other corresponding dues.”

ANSWERS.

FIRST SERIES.

1st. I am not aware that the terms of the treaty, before referred to, are not faithfully complied with.

2d. The commercial intercourse with the United States is solely dependent on the regulations of the mother country, and are fixed.

3d. The same privileges are granted to the commerce of the United States that other nations enjoy, and I know of no restrictions that are not general.

4th. The following are the charges imposed on foreign vessels at this port, viz: Health visit, 3 cents per ton; look-out man, \$1 each vessel; governor's adjutant, \$3; interpreter, \$8. Pilotage of a ship or barque: in, \$18; out, \$16. Pilotage of a brig: in, \$16; out, \$13. Pilotage of a schooner: in, \$12; out, \$10. Captain of the port, \$10. Entry at custom-house, including stamps, \$3 25; and while discharging cargo, (not ballast,) \$5 50 per day. Clearance (in ballast) at custom-house, \$3 50; clearance with cargo at custom-house, \$22 50. Tonnage duty, \$1 50 per ton, and 1 per cent. balanza. Fort pass, \$1. Ballast-master, \$1 per day. Light-house dues, $6\frac{1}{2}$ cents per ton, unless the vessel enters and clears in ballast. Measuring the vessel, \$2 50. Ponton duty, $21\frac{7}{8}$ cents per ton. National vessels only pay pilotage.

5th. The transshipment of goods from one port to another in this island by vessels belonging to the United States is not allowed.

6th. The moneys, weights, and measures in use in this island are the same as those in use in the mother country, with this difference only: the *onza*, or doubloon, is here valued at \$17; in the mother country at \$16.

SECOND SERIES.

1st. The wholesale prices of produce shipped from the ports in this consular district from the first of July last, upon which duties were levied, were as follows, viz: Muscovado sugar, $43\frac{3}{4}$ to $62\frac{1}{2}$ cents per arroba (25 lbs.); clayed sugar, white, \$1 to \$1 $06\frac{1}{4}$ cents per arroba; clayed sugar, brown, 75 to $81\frac{1}{4}$ cents per arroba; clayed sugar, Cucurucho, 50 to $62\frac{1}{2}$ cents per arroba. Honey, \$26 to \$28 per 110 gallons; late in the season, \$24 to \$25.

The only article of produce free from export duty is molasses, which has been sold in the time specified at from \$8 to \$9 per 110 gallons.

If by retail prices is meant those of the foregoing articles from the shops, an advance of 25 per cent. is generally charged; but if it is required to state the prices of said articles by the cargo or smaller lots, I would remark that all the produce is purchased by the merchants from the planters by entire crops, and that the merchants generally ship the same on their own accounts or for orders. The practice that prevails in the larger ports of Havana and Matanzas of selling by the cargo, or smaller quantity, does not obtain here, nor in this consular district.

2d. The rates of freight, insurance, and commission are as follows: Insurance, $1\frac{1}{2}$ per cent.;

freight, \$3 50 per 110 gallons for honey and molasses ; commission and guarantee, 5 per cent. ; freight on Muscovado sugar, 45 to 55 cents per 100 lbs. ; boxes, \$1 50 each.

3d. Cash as the produce is delivered.

4th. The average rates of exchange during each month since the 1st of July are as follows, taking the Havana rates as the standard : July, $\frac{3}{4}$ per cent. discount ; August, $\frac{1}{4}$ per cent. discount ; September, $\frac{3}{4}$ per cent. discount ; October, $1\frac{1}{8}$ per cent. discount ; November, $\frac{1}{2}$ per cent. premium ; December, $\frac{3}{8}$ per cent. premium ; January, $\frac{1}{2}$ per cent. premium ; February, 1 per cent. premium ; March, $\frac{1}{2}$ per cent. premium ; April, $1\frac{3}{4}$ per cent. discount.

As all bills have to be sent to Havana for negotiation, a charge of $1\frac{1}{2}$ per cent. is made for the same ; $\frac{1}{2}$ per cent. freight is also to be added, making cost 2 per cent. to place funds here.

5th. The duties on the only articles exported to the United States from this place are as follows : Sugar per box, $87\frac{1}{2}$ cents ; per hogshead, \$2 75. Honey per 100 gallons, \$1 $46\frac{3}{4}$. The import duties on the following articles, which are the only ones imported into this market from the United States, are as follows : Flour, \$10 per barrel ; rice, $35\frac{1}{2}$ per cent. on a valuation of \$5 per 100 lbs. ; lard, $35\frac{1}{2}$ per cent. on a valuation of \$12 per 100 lbs. ; fish, $29\frac{1}{2}$ per cent. on a valuation of \$3 50 per 100 lbs. ; potatoes, $29\frac{1}{2}$ per cent. on a valuation of \$2 50 per barrel ; onions, $35\frac{1}{2}$ per cent. on a valuation of \$2 per barrel ; oil, 7 cents per gallon ; lumber, $29\frac{1}{2}$ per cent. on a valuation of \$20 per M. ; box shooks, $29\frac{1}{2}$ per cent. on a valuation of 75 cents each ; hoops, \$30 per M. ; hogshead shooks, $29\frac{1}{2}$ per cent. on a valuation of \$1 each. An addition of 1 per cent. balanza duty is added to the foregoing tariff.

6th. There are no other taxes or duties levied upon the commodities mentioned.

7th. The rates of wages are as follows : Laborers, \$1 to \$2 per day ; mechanics, \$45 to \$100 per month ; clerks, \$300 to \$3,000 per annum.

There is no price current published in this consular district.

PORTO RICO.

ST. JOHN'S.

GEORGE LATIMER, *Consul*.

DECEMBER 20, 1854.

The circular to United States consuls of March 15th, reached me only a few days ago. I herewith transmit answers to the queries contained therein, as far as I am able to give them. The only exceptions to the faithful execution of the treaty between Spain and the United States of which I am aware are as follows : The British Royal Mail Steam Company's ships are allowed to call here four times a month, (twice when they come from Europe and are going down, twice when they are returning up, going to Europe,) to land and take off mails and passengers, without paying tonnage dues or any other charge besides pilotage. The French screw steamer "Madinina," owned by a company in Guadaloupe, has lately been allowed still greater liberty, even that of running from one port to another, in fact, doing coasting trade, and exempt from paying any charge besides that of pilotage, when she enters the harbor of this city. On the contrary, even the privileges granted to the Royal Mail Steam Company's ships were refused for an American steamer, upon application made by me in 1852, by order of the Department of State.

I transmit herewith a printed hand-bill containing the routes of the "Madinina," at the foot of which are mentioned the privileges granted to her.

The aggregate value of importations, production of the United States at this port, with their aggregate amount of duties, during the years named, was as follows:

1851.....	\$1,187,827	32.....	Import duty.....	\$254,326	00
1852.....	1,173,184	89.....	Import duty.....	309,513	00
1853.....	788,589	75.....	Import duty.....	198,029	12

ANSWERS.

FIRST SERIES.

1st. The treaty of commerce between the United States and Spain is now faithfully adhered to. For years it was not the case, and vessels of the United States paid $2\frac{1}{2}$ reals ($31\frac{1}{4}$ cents) per ton more tonnage dues than did those of any other nation.

2d. The commercial intercourse of this island with the United States depends on the legislation of the mother country and the local regulations. Those in operation at present are temporary, and subject to alterations suggested by the intendente who may be in power, and who proposes them to the government in Spain; if approved by royal order the alterations are made.

3d. None.

4th. In regard to American vessels, full particulars are given in despatch May 29, 1854. (a) The charges on Spanish vessels are the same as on foreign, except tonnage duty, which is only $37\frac{1}{2}$ cents per ton, and the custom-house clearance \$13.

5th. It is not permitted.

6th. Currency is Macaquino money, which, as compared with federal money of the United States, is as follows: American gold is worth $6\frac{1}{4}$ per cent. premium. Silver, coined in 1853 and after, 8 per cent. premium, and previous to that date $12\frac{1}{2}$ per cent. premium, as per circular of the government, dated in December, 1853, and March, 1854. Weights and measures same as used in Spain, and, compared with the federal, gives a difference in amount of about 2 per cent.—100 lbs. Spanish equal to 102 lbs. American.

SECOND SERIES.

1st. Wholesale and retail prices at this place of the following articles, during the year ending in July last, were as follows:

Sugar, wholesale.....	$2\frac{1}{2}$ to $3\frac{1}{2}$ cents per lb.....	retail, $6\frac{1}{4}$ cents. per lb.
Coffee, wholesale.....	10 to $10\frac{1}{4}$ cents per lb.....	retail, 12 cents. per lb.
Molasses, wholesale....	10 to 13 cents per gallon....	none retailed.
Tobacco, wholesale.....	4 to $8\frac{1}{2}$ cents per lb.....	manufactured.
Hides.....	10 to 14 cents per lb.	
Rum.....	\$25 to \$30 per puncheon, 110 gallons.	
Bay rum.....	\$38 to \$40 per puncheon, 110 gallons.	

2d. Insurance is not paid here. Commissions $2\frac{1}{2}$ per cent.; freight, as agreed on in the United States or Europe. Vessels taken here to load for the United States generally obtain from 35 to 40 cents per 100 lbs. delivered.

3d. Cash on delivery for produce of the island. Foreign cargoes, 60 to 90 days' credit; terms made on sale.

4th. The rates of exchange for the year 1854 were as follows, for drafts at 60 days' sight: January, $1\frac{1}{2}$ to $2\frac{1}{4}$ per cent. discount; February, $2\frac{1}{4}$ to $4\frac{1}{4}$; March, $2\frac{1}{4}$ to $3\frac{1}{4}$; April, $2\frac{1}{4}$ to $3\frac{1}{4}$; May, $2\frac{3}{4}$ to $3\frac{3}{4}$; June, $1\frac{1}{4}$ to $2\frac{1}{4}$; July $\frac{1}{4}$ to $1\frac{1}{4}$; August $\frac{1}{4}$ to $1\frac{1}{4}$; September, 2 to 4 per cent. premium; October, 4 per cent. premium; November, 4 per cent. premium; December, 4 per cent. premium.

5th. No export duty here except on wood of the country and gold and silver coin. The same is expressed in the tariff as well as the import duties on commodities from the United States.

6th. The internal taxes are 5 per cent. on the value of the gross amount of all agricultural produce for the government treasury, and 5 per cent. on the same for local or country taxes.

7th. From \$20 to \$150 per month salary is paid to clerks in commercial houses. Laborers, 75 cents to \$1 per day; coopers, carpenters, and other mechanics, \$2 per day. Price currents not to be obtained—none issued in the city.

MAY 29, 1854.

Your despatch of the 21st April has just reached me, and I hasten to reply.

1st. The designations and amounts of the several duties and charges now levied at Porto Rico upon American tonnage, entering there with cargo and without cargo, including tonnage duty proper, mud-machine duty, &c., &c., are as follows, viz: Entering with cargo \$1 per ton, according to the register of the vessel, tonnage duty; $12\frac{1}{2}$ cents per ton mud-machine duty, or to create a fund for clearing the port; \$23 captain of port's fees for entering and sailing, which includes pilotage in and out; health visit \$4 50; interpreter's fees \$8; stamped paper for use at custom-house 50 cents; custom-house clearance \$9; fort (Moro) pass \$2; anchorage \$2; light-house, up to 150 tons, 3 cents per ton; over 150 tons, 1 cent per ton; guard, while discharging in ballast, \$1 per day; but if the cargo should be coals and the quantity at least equal to the number of tons the ship is, per register, the tonnage duty is reduced to 50 cents per ton; and in case the vessel should load a full cargo of molasses, the whole tonnage duty is returned; but in no case is the mud-machine duty returned.

Entering in ballast, all the foregoing charges are incurred, except the \$1 per ton, tonnage duty, which is not paid if the vessel goes away in ballast, or takes a full cargo of molasses; but if she takes any other cargo, she pays the \$1 per ton, tonnage duty, the same as if she had brought in a cargo.

2d. The above mentioned duties and charges are the same as those charged upon British, French, and all other foreign tonnage or vessels.

3d. The amount of discrimination (discriminating duty) upon merchandise imported into Porto Rico in American and other foreign vessels, and the same merchandise in Spanish vessels is, if the importations are the produce of Spain and come from any of the ports in Spain, 5 per cent. in favor of the Spanish vessels. If the importations are of foreign produce and come direct from the place of production, 7 or 9 per cent., (the last on such articles as are also made in Spain;) and on flour, $8\frac{1}{4}$ per cent. in favor of the Spanish vessels.

4th. The total amount of importations into the island of Porto Rico, from all places, in the

year 1853, was \$5,335,910 36, of which from the United States \$788,589 75; from England \$59,069 24; and from France \$83,185 02.

The total amount of exportations to all places, in the same year, was \$5,299,327 10; of which to the United States \$2,655,809 89; to England \$712,493 29; and to France \$253,179 22.

5th. It is my opinion there would be no increase of the trade from the United States to this island by the repeal of the law of 30th June, 1834; but the operation of the repeal of said law would be the loss of the freights on the outward cargoes of provisions, lumber, &c., &c., now almost entirely enjoyed by American vessels, by its being immediately transferred to the Catalan vessels, which can, and do, sail at a cheaper rate than the American vessels; and the latter would only get a part of the return freights of sugar and molasses, after having been to some of the windward islands and landed outward cargoes, the other part going to the Catalan vessels that would be kept regularly in the trade. I do not mean to say that a more liberal policy on the part of Spain, by abolishing the differential duties on goods imported in vessels under her flag, and the consequent repeal of the law of 1834, by the United States, would not be productive of mutual benefit, and increase of trade between this island and the United States; but I mean that the repeal of the law of 1834, by the United States, without Spain doing anything, would only injure the American merchants and ship-owners, for the benefit of the Catalans.

P O N C E.

J. C. GALLAHER, *Consul*.

DECEMBER 1, 1854.

I beg to acknowledge receipt of the circular of March 15, 1854. The entire want of statistical information on the subject renders it impossible to comply with the instructions to furnish the value of exports of United States produce to this island for the years 1851, '52, and '53. No new enactments have been made by the government of this island which have exercised any influence over the commerce of the United States with the same during the period named.

ANSWERS.

FIRST SERIES.

1st. The existing treaty between the United States and Spain has been here, as far as has come under my notice, faithfully adhered to.

2d. The commercial intercourse of the United States with this island is dependent on laws and regulations framed in this island, but confirmed in the mother country, without which they could not be enforced, and no period is fixed for their duration.

3d. There are no privileges granted to any foreign nation which are not enjoyed by all; the Spanish flag is, however, preferred to a considerable extent in the payment of duties. A restriction which falls heaviest on the United States, although all other foreign nations are in the same position, is the high duty levied on flour, which pays, of foreign growth in foreign vessels, \$5 43½ per barrel, whilst the Spanish growth, under Spanish flag, pays only 84½ cents per barrel, thus rendering the importation of American flour almost equal to a prohibition.

4th. Port charges, levied on American vessels, are \$1 per ton tonnage duty ; and further, independent of the size of the vessel, as follows :

Harbor master's fees, including pilotage, when coming from abroad.....	\$19 00
Interpreter's fees.....	8 00
Doctor's fees, visit of board of health.....	4 50
Stamped paper, entering and clearing.....	8 75
Fort pass.....	1 50
	<hr/>
	41 75
	<hr/>

Harbor master's fees, including pilotage, when coming from an island port..	\$17 50
Interpreter's fees.....	2 00
Doctor's fees, visit of board of health.....	.....
Stamped paper, entering and clearing.....	75
Fort pass	1 50
	<hr/>
	21 75
	<hr/>

Spanish vessels pay only $37\frac{1}{2}$ cents per ton tonnage duty ; otherwise the same charges, with the difference of 50 cents less for the fort pass. Vessels taking full cargoes of molasses are exempted from tonnage duty.

5th. The transshipment in vessels of the United States is not permitted either to another port of the island or to a foreign port.

6th. The weights and measures used here are the same as those in use in the mother country. The provincial coin, in which all accounts are kept, is macuquino, the comparative value of which, fixed by government, is as follows: $6\frac{1}{4}$ per cent. less than American gold ; 8 per cent. less than the new American silver of 1853 and 1854 ; and $12\frac{1}{2}$ per cent. less than the old American silver of a coinage previous to 1853. This valuation is, however, not a correct one, taking the intrinsic value of the Macuquino coin into consideration, which, if analyzed, would prove to be at least 25 per cent. inferior to American money, probably even more.

SECOND SERIES.

1st. The following are the prices of exports to the United States during the year commencing 1st July, 1853 :

Sugar, from $2\frac{5}{8}$ to $3\frac{1}{2}$ cents, according to quality ; from common refining to choice, from 3 to $3\frac{3}{4}$ cents.

Molasses, from \$10 to \$13 per 110 gallons, and \$5 per 110 gallons for casks.

Coffee, from \$9 to \$10 $\frac{3}{4}$ per 100 lbs.

Hides, from \$8 to \$11 per 100 lbs.

Rum, from \$30 to \$45 per pipe of 125 gallons.

There is no export duty levied on these articles. The above are wholesale prices.

2d. The rate of insurance of exports to the United States is usually $1\frac{1}{4}$ per cent. for marine risks. Freight on sugar ranges from 35 to 55 cents per 100 lbs. net, custom-house weight, delivered in the United States. Freight on molasses, from \$3 to \$4 $\frac{1}{2}$ per 110 gallons ; coffee, 30 to 50 cents per 100 lbs. net, custom-house weight ; rum, \$3 to \$5 per cask ; hides 40 to 55 cents per 100 lbs. nett, custom-house weight.

Commission for purchasing produce is $2\frac{1}{2}$ per cent.

3d. All exports are sold for cash and by private sale, either by planters or growers direct, or by merchants who supply these in this district, mostly by the latter.

4th. The average rates of exchange during the year, commencing 1st July, 1853, and ending at the same period this present year, for 60 days' sight bills on the United States, were as follows: 1853—July, 2 per cent.; August, 3 per cent.; September, 4 per cent.; October, 5 per cent.; November, $5\frac{1}{2}$ per cent.; December, $5\frac{1}{2}$ per cent. 1854—January, 4 per cent.; February, 3 per cent.; March, 2 per cent.; April, 2 per cent.; May, 4 per cent.; June, 4 per cent. The true par of exchange cannot be given, none existing.

5th. On exports to the United States no duties are levied. Imports from the same are subject to a duty of from 23 to $29\frac{1}{2}$ per cent., except flour, which pays $43\frac{1}{2}$ per cent. on a valuation of \$12 50 per barrel, or \$5 $43\frac{3}{4}$ per barrel.

Steam engines and machinery are subject to 1 per cent. duty, imported under foreign flag.

Ice, horses and mares, (unaltered,) and coal, are free of import duty.

6th. No internal taxes are levied directly on exports, although the direct taxes which agriculturists have to pay are graduated by their crops. Those paid by sugar planters amount to about \$1 $\frac{5}{8}$ for each hogshead made on their estates.

7th. The rates of wages are as follows: Field laborers from \$8 to \$12 per month, or $37\frac{1}{2}$ to 50 cents per day; laborers in stores or on wharves, \$1 per day; laborers on board of vessels for stowing or other work, \$1 50 per day; carpenters and masons, from 75 cents to \$2 per day; blacksmiths and engineers, from \$2 to \$5 per day; clerks, from \$120 to \$1,200 per annum.

Price current sheets I regret not to be able to send, none being published here.

A most important point, to which I beg respectfully to direct the attention of the department, is the high duty levied on foreign flour, which, if lowered, would open a market to that produced in the United States, which may now be considered as closed to the same, the article being now supplied almost exclusively from Spain.

Herewith, I beg to accompany a copy of the existing tariff.

PHILIPPINE ISLANDS.

MANILA.

W. P. PEIRCE, *Acting Consul.*

AUGUST 18, 1854.

I have the honor to acknowledge the receipt of your circular, dated March 15, 1854, presenting a series of questions relative to the trade of the United States in the Philippine Islands, which I proceed to answer.

During the three years past—that is, from the commencement of the year 1851 to the end of 1853—there has been no change in the tariff, nor any action of the Spanish government, either by royal decree or by orders of the local government, which have influenced directly the commerce of the United States; nor can it be said positively that even indirectly such has been the case, though it is not improbable that the impediments created by the local governments hindering the shipment of native seamen in foreign vessels has deterred American ships from touching here in search of freights, thereby causing a loss of time and money by seeking at a greater distance what might have been found here. It is forbidden by the laws of Spain for the colonies that any native shall be taken away by vessels either Spanish or foreign, unless

under a bond given by the master of the vessel to return such native to Manila. This bond was formerly signed and given by the masters of vessels, who, in most cases, thought no more about it, and of the seamen who went away very few returned. Soon after the discovery of gold in California, and when the difficulty of obtaining seamen there was very great, many ships engaged their crews to be discharged in Manila; and upon arrival here, new crews, mostly of native seamen, were shipped. This induced a scarcity of seamen, and a considerable advance in wages, and representation was made to the government by Spanish merchants that their interests were suffering from the evasion of the law with regard to the shipment of natives. This was followed by an office regulation requiring the consignees of foreign vessels to sign the bond as security for its fulfilment by the captain. This has been done in particular instances; but generally the consignees decline to incur such responsibility, and considerable delay and annoyance to particular vessels has been the consequence. This, however, is not put in force against American vessels solely, but is in operation in all cases of foreign vessels.

The custom-house regulations are, in the main, simple and good; but the petty changes in the requirements by the different officers are very frequent and annoying—what is permitted to-day being often denied to-morrow, and, usually, the appointment of a new officer in the custom-house being followed by a new set of petty regulations. This system, or want of system, which leads masters of vessels and others connected with shipping into frequent difficulties, induces the bribery of officers, and tends to a general demoralization of the corps.

ANSWERS.

FIRST SERIES.

1st. The treaty of commerce between the United States and Spain is fairly complied with in this colony.

2d. The commercial intercourse generally is under the laws and regulations of the mother country, but, in fact, is in some degree dependent upon the local authority, the power being with the governor to order the departure from the colony of any person who may become obnoxious to himself or his government. The regulations are fixed for an indefinite time; amendments are constantly proposed, and, for several years past, a total revision of the tariff of duties on foreign produce has been, from time to time, discussed. Any such changes, though they may be proposed and discussed in Manila, can only be made law by the home government. In fact, the reins are held very tightly in Madrid, and the governor general is constantly made to feel his dependence upon the minister in power.

3d. As citizens of the United States we enjoy the privileges of all other foreigners. There is no distinction made in the privileges or restrictions permitted or imposed on the commerce of foreign nations.

4th. The port charges consist of tonnage dues, river-cleaning dues, and light dues. The tonnage dues are 25 cents per ton register, if the vessel discharges or takes in cargo; and one half, or $12\frac{1}{2}$ cents per ton, if she departs without having broke bulk or received cargo. A vessel may land specie without being subjected to the full dues. The river dues, for the support of a mud-boat, are: on a vessel discharging and loading any cargo, $6\frac{1}{4}$ cents per ton; entering in ballast and sailing with cargo, or *vice versa*, $3\frac{1}{8}$ cents per ton; entering with cargo and sailing with same, $3\frac{1}{8}$ cents per ton; entering and sailing in ballast, nothing. The light dues are, on all foreign vessels, $6\frac{1}{4}$ cents per ton register.

Spanish vessels pay one-half these rates.

5th. The transshipment of goods is strictly prohibited. In order to effect a transshipment, the goods must be entered in deposit, actually brought on shore to the custom-house, and then shipped under fresh documents from deposit. There is but one port, this of Manila, open to foreign shipping, and foreigners are excluded from all internal and coasting trade.

6th. The moneys, weights, and measures in common use in Manila are authorized by the laws of Spain, but cannot be said to correspond with those of the mother country, inasmuch as in Spain the weights and measures are not the same throughout the kingdom.

The moneys current here are specie only. Of gold, the doubloon of Spain, Mexico, and the republics of South America, of full weight, is current at \$16. The smaller coins—halves, quarters, and eighths—at their proportionate value. Of silver, the dollar of Spain, Mexico, and the other South American republics, of full weight, is current at \$1 United States currency. The relative smaller coins pass at their relative value. Copper coin is of three sizes: 1 cuarto, 2 cuartos, and 4 cuartos; 160 cuartos are equal to a dollar. Accounts are kept by Spanish merchants in dollars, reals, and cuartos: 20 cuartos equal 1 real; 8 reals equal 1 dollar. Foreigners generally keep their accounts in dollars and cents.

The value of these coins is about the same in the United States as here; but not being fixed by the United States laws, there is a fluctuation which cannot be reduced to regular limits.

The weights in common use are piculs, quintals, arrobas, and pounds. The pound is about $1\frac{3}{4}$ per cent. heavier than that of the United States. 25 pounds equal 1 arroba, or, at the United States standard, about $25\frac{1}{2}$ pounds; 4 arrobas = 1 quintal = $101\frac{3}{4}$ lbs.; $5\frac{1}{2}$ arrobas = 1 picul = 140 lbs.

The measures are long measure—_inches, feet, yards, fathoms, miles, and leagues. 12 inches make 1 foot; 3 feet make 1 yard; 2 yards make 1 fathom; 1,111 fathoms and 6 inches make 1 mile; 3 miles make 1 league.

The yard (or vara) in use here is about 33 inches of the United States.

Grain is usually sold in the country by the cavan. 4 apatanes equal 1 chupo; 8 chupos equal 1 ganto; 25 gantos equal 1 cavan. These differ, however, in the different provinces. In Manila, a cavan of rice weighs about 127 lbs.; of coffee, about 52 lbs.; of wheat, about 150 lbs. A tinaja of oil contains 16 gantos; of wine, 17 gantos.

SECOND SERIES.

1st.—Table of prices during the year ending June 30, 1854: Articles paying export duty.

	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.
Hemp.....cents per pound..	5.35	5.35	5.35	5	5	5	5	5	5	5.35	5.53	6.78
Sugar.....do.....	2.36	2.36	2.32	2.22	2.41	2.32	2.41	2.41	2.41	2.41	2.41	2.23
Indigo.....do.....	31 to 35	None.	33 to 34	32	32	30	30	30	33	30	30	28 to 30
Coffee.....do.....	8.57	8.75	9.28	None.	None.	None.	None.	None.	8.92	9.46	9.46	8.47
Sapan wood.....dollars per ton..	30	30	32	32	36	36	36	32	32	32	32	32
Mother-of-pearl shell.....cents per pound..	14.28	16.42	16.42	16.78	17.14	17.50	16.78	16.78	16.07	16.42	16.42	16.07
Tortoise shell.....do.....	\$4 50	to \$5 50	accord	ing to	quality.....							
Buffalo hides.....do.....	3.21	3.21	3.21	3.21	3.21	3.21	3.21	3.21	3.21	3.21	3.21	3.21
Hide cuttings.....do.....	3.26	3.26	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30
Rattans.....do.....	2.14	2.14	None	in the	market.....							
Grass cloth, Cebu.....cents per piece...	50	50	50	54	54	55	55	55	55	60	60	60
Grass cloth, Lamar.....do.....	39	39	39	43	43	43	44	44	44	50	51	51
Gum albaico, 1st quality.....cents per pound..	2.85	4.28	4.64	4.64	4.61	4.61	4.64	4.82	3.92	4.64	4.46	4.46
Gum albaico, 2d quality.....do.....	1.78	1.96	1.60	1.60	1.78	2.14	2.14	2.14	2.14	2.50	2.50	2.50

Articles not paying export duty.

Manila cordage.....cents per lb..	8.57	9 10	10.09	9.28	10.71	10.71	9.28	9.28	9.28	9.28	9.28	10.71
Cigars, No. 1 Cortados (a)....dols. per M..	14	14	11	14					14	14	14.62	
Do., No. 2 Cortados (b).....do.....	12.12	11	10.40	8.23	8.78	9.63	9	9	11.89	9.06	8.73	8.92
Do., No. 2 Habanas (b).....do.....	8	8	8	8	8.87				10.66	8.75	8.50	8.50
Do., No. 3 Cortados (c).....do.....	7.60	8.50	9.22	7.22	7.91	8.53	7.80	7.80	10 12	7.80	7.93	7.53
Do., No. 3 Habanas (c).....do.....	6.75	6.75	6.75	6.75					9.75	7.43	7.37	6.93
Do., No. 4 Habanas (d).....do.....	6	6	6	6						6.78	7.12	7
Do., No. 5 Habanas (e).....do.....	5	5	5	5						5.75	6	5.12

(a) \$14. }
 (b) \$8. }
 (c) \$6 75... } Retail government prices.
 (d) \$6. }
 (e) \$5. }

The sales at retail of the above articles, except rope and cigars, are very small, and I am not able to give you the prices. Tobacco is a monopoly of the government, and the cigars are made at government manufactories. A fixed price is put upon them, at which they are retailed for consumption by government agents throughout the colony. At the same price sales are made for exportation, except when the demand is so much beyond the supply as to make it expedient to sell them at auction; this has been the case throughout the year past.

2d. The rate of insurance to the United States from Manila is charged 3 to 3½ per cent.; but little is done, however, there being but one local insurance office with a trifling capital, the policies issued by which contain so many exceptions as to make them of very little value. The shipments of produce to the United States are covered by insurance made in the United States or in England.

Freights vary constantly, being governed by the supply of tonnage and quantity of produce waiting shipment. At present, \$20 per ton of 40 cubic feet of hemp and other measurement goods, and \$12 or \$13 per ton of 2,240 pounds of sugar, is current. These are considered full rates.

Commission is charged 2½ per cent. on all purchases for the United States. When a broker is employed he is paid a brokerage commission of 6½ cents per picul on hemp, 6½ cents per picul on sugar, 3¼ cents per picul on rice, and on other articles as may be agreed upon.

3d. All articles of produce are bought for cash, and paid for on delivery. Oftentimes payment is made in part before delivery, and in the hemp trade the advances made are very large.

4th. The rate of exchange between this and the United States is not quoted, there being no transactions in the regular course of trade. All exchange transactions per American account (and the greater portion of the exports to the United States is paid for in bills) are made through England, bills being drawn here on London bankers, by virtue of credits granted by the bankers themselves in London, or by their agents in the United States. The average rate of exchange during the past year has been, for bills on London, drawn at six months' sight, 5s. 0¾d. per dollar.

The par of exchange is about 4s. 2d., the same as in the United States; the currency in silver being about equivalent that of one country with the other. The dollar current here, being of the Mexican and South American currency, is worth one hundred cents in the United States.

5th. Duties on exports are, on hemp, 2 per cent.; on tortoise shell, mother-of-pearl shell, and rattans, 1 per cent., (these three articles last named are, in fact, not productions of this island,

but brought from the Sooloo islands, and pay 1 per cent. import duty ;) all other articles, 3 per cent. On all imports direct from the United States, 14 per cent.

6th. There are no internal taxes of any kind on produce.

7th. The rates of wages in agricultural pursuits are very low, generally paid in produce sufficient for the subsistence of the laborer, and difficult to be reduced to a money standard. Artisans obtain 50 cents per day, and if expert workmen, as high as \$1, or even \$1 50 per day. Laborers in and about Manila, 25 cents to 37½ cents per day. On board ships in the bay they are paid 62½ cents per day. At these rates, labor is much dearer than in the Atlantic cities of the United States—the quantity and quality of the work done by a Manila workman comparing very unfavorably with that of a man in New York.

There is no price current printed or issued here. A form appears in the “Diario” newspaper each Sunday, but so little care is taken to have it correct that it is worse than useless.

I send you the circulars of Messrs. Peele, Hubbell & Co., which are faithful market reports.

PORTUGUESE DOMINIONS.



PORTUGUESE DOMINIONS.

O PORTO.

NICHOLAS PIKE, *Consul*.

OCTOBER 1, 1854.

I have the honor to transmit to the Department of State answers to queries received at this consulate April 2, 1854. I have had great difficulty in obtaining the weights and measures, liquids and solids. In forty cities and towns they are all different.

A copy (printed) of the tariff at present in force, with tables and observations, is herewith forwarded.

ANSWERS.

FIRST SERIES.

1st. The treaty of commerce between the government of the United States and that of Portugal, ratified on the 8th March, 1841, is still in force, and I am not aware that the terms of the same have been disregarded by the authorities of Oporto or Lisbon.

2d. Only in the regulations of the government of Lisbon. The present tariff and regulations may be altered by the said government and the "Cortes" *ad libitum*. The contribution levied for the Exchange (*vide* table A, annexed to the tariff) is temporary, and will cease when the building has been finished.

3d. The Spaniards are allowed to import, and bring down the Douro river all commodities except tobacco, soap, and gunpowder; also, wheat and other grain. This wheat is only admitted for the purpose of being deposited in the custom-house stores and then exported to foreign ports, but cannot be sold for consumption. But as no other country could effect the importation by the river, this privilege is only enjoyed by the Spaniards. The importation of wheat and other grain, even for deposit, through the "Bar" is prohibited. The government and Cortes have, however, lately allowed the importation of Indian corn through the bars of Oporto, Aveiro, and Villa de Conde, owing to a scarcity in the northern provinces of this principal article of food of the lower class of people.

The only restriction imposed on foreign shipping is, that goods not the produce of the country to which the vessel belongs, and from which she proceeds, are liable to an extra duty of 20 per cent. when imported in foreign vessels. Thus, goods not the produce of the United States, imported in a United States vessel, would be liable to the extra duty of 20 per cent., and also goods the produce of the United States shipped for Portugal, at a port of the United States, in a vessel not belonging to the United States, would be liable to the extra duty of 20 per cent. In either case those commodities, if imported in a Portuguese vessel, would not be liable to the said extra 20 per cent. But no violation of the treaty of March, 1841, occurs in either case, in view of article 5 of same.

4th. Answered in No. 12 of queries 3d, lately forwarded. (a)

5th. The transshipment of goods in vessels of the United States for a foreign port is permitted, but not from one port to another of Portugal.

6th. The moneys and weights in use at Oporto are the same as those of Lisbon, but the measures are not. Annexed is a table (B) showing the difference between the measures of several places and those of Lisbon, and the equivalent in federal measure. The French decimal system of measures and weights has lately been adopted by the government, but will not be in force before 1863.

SECOND SERIES.

1st. Annexed is a table (A) of the commodities usually exported to the United States, and their present prices.

2d. Insurance $1\frac{1}{2}$ per cent. Freights from \$10 to \$12 per ton of two pipes. Commission usually 3 per cent.

3d. Wines are usually sold at six, twelve, and eighteen months credit, and seldom at cash. The other commodities are usually sold for cash.

4th. There is no rate of exchange between Oporto and the United States.

5th. The exports are those stated in table A, and the respective duties will be found in the tariff, at pages 33 and 34.

The imports are as follows:

Staves, raw cotton, canvas, rice, tea, tar, cider, logwood, rosin, mahogany, and spirits of turpentine. The duties on these articles will be found in their respective classes in the tariff.

6th. No internal taxes are levied on the commodities specified in table C and those mentioned in No. 5.

7th. May be calculated at and from 90 cents to a dollar per diem.

A.

A table of commodities generally exported to the United States from the ports of Oporto and Lisbon.

Name of commodity.	Prices
Wine	From 100 to Rs. 240||000, according to the quality.
Olive oil	5||100 reis the Lisbon almude.
Argol	2||000 reis the 32 pounds.
Oranges and lemons.....	From 2||600 to 3||000 reis the thousand.
Onions	From 640 to 700 reis the hundred.
Cork wood.....	1st quality 7||000 reis the 128 pounds.
Do	2d quality 3||700 reis the 128 pounds.
Do	3d quality 1||600 reis the 128 pounds.
Corks.....	1st quality 1||440 the gross.
Do	Inferior ||480 reis the gross.

N. B. A committee appointed by government is charged with the separation of the wines in the Douro, and fixes the quantity to be exported. This quantity is called exportable, and no other is allowed to be exported; the remainder is consumed in the country or distilled for brandy. The prices of wines above stated relate only to the "imported wines."

B.

A table of comparisons of the measures in use in different parts of Portugal with those of the capital, Lisbon.

Places.	Almudes—measure for liquids.	Alqueires—measure for salt, corn, &c.	Places.	Almudes—measure for liquids.	Alqueires—measure for salt, corn, &c.
Alzantes -----	102.2	99.4	Guimaraes -----	137.2	139.3
Aldia Gallega -----	101.5	94.9	Valenca -----	150.4	137.9
Cascaes -----	99.8	98.6	Vianna -----	139.2	123.6
Leiria -----	98.5	96.0	Braganca -----	148.1	100.9
Peniche -----	103.2	100.1	Chaves -----	145.7	110.5
Santarem -----	98.9	95.8	Villa Rael -----	168.7	117.8
Setubal -----	98.5	95.7	Castello Branco -----	144.4	112.0
Thomur -----	-----	95.9	Penamacôr -----	150.1	121.9
Torres Novas -----	102.1	101.4	Beja -----	99.5	95.1
Villa Franca -----	003.3	99.1	Campo Maior -----	100.3	95
Almeida -----	173.5	123.2	Castello de Vide -----	111.6	97.8
Guarda -----	133.8	106.4	Elvas -----	100.3	94.9
Lamego -----	113.4	113.0	Estremos -----	108	98.6
Francoso -----	150.7	116.7	Evora -----	100.5	104.3
Vizen -----	147.5	107.2	Monte Mor o Novo -----	110.9	99.3
Amarante -----	137.2	139.3	Albufeira -----	110.1	111.6
Aveiro -----	100.7	96.4	Castro Marion -----	119.9	109.4
Coimbra -----	98.8	94.9	Faro -----	109.4	115.1
Figueira -----	133.1	106.9	Lagos -----	98.2	94.6
Penafid -----	148.8	127.8	Villa Nova de Portimao -----	114.7	105.1
Porto -----	162.8	123.2	Tavisa -----	100.3	94.9
Villa de Conda -----	151.3	121.4	V. Real de St. Antonio -----	123.9	106.2
Braga -----	141.6	116.9			

The Lisbon almuda = 4.37 English wine gallons.

The Lisbon alqueire = 0.334 Winchester bushels.

SEPTEMBER 24, 1855.

I have the honor to transmit herewith a statement of the quantities and values of different classes of merchandise imported into Oporto from foreign countries and Portuguese possessions, and of the duties paid on the same, in the economic year 1853-'54, together with other tables showing the commerce of Portugal with foreign countries, &c.

Statement of the quantities and values of different classes of merchandise imported into Oporto from foreign countries and Portuguese possessions, and the duties paid on the same, in the economic year 1853 and 1854.

Merchandise.	Quantity and number.	Values.	Duties.	Merchandise.	Quantity and number.	Values.	Duties.
CLASS 1.—Various articles.	1,732,756	£39,852	£78	Brought forward.....		£650,581	£181,104
Wool.....pounds.	942,276	39,493	12,627	CLASS 11.—Wood.			
Yarn.....do...	169,217	17,943	3,456	Pipe staves, &c.....staves.	848,882	59,751	2,805
Velvetens and cords.....do...	67,011	15,602	4,139	Wood for joiners.....pounds.	1,207,645	1,992	276
Muslins.....do...	12,875	1,274	601	Various articles.....		3,191	822
Dimities, &c.....do...	23,329	2,812	825	CLASS 12.—Metals.			
Calico.....do...	22,661	3,870	932	Steel, manufactured.....pounds.	342,433	3,552	130
Cotton velvets.....do...	472,922	34,226	7,643	unmanufactured.....do...	177,005	7,790	1,333
Various textures, white.....do...	1,803,547	76,680	17,166	Copper, unmanufactured.....do...	26,634	1,440	6
unbleached.....do...	518,144	71,203	27,646	Pewter in bars & manufactured.....do...	28,045	1,359	6
printed dyed.....do...	5,299	1,938	615	Cast iron.....do...	1,192,768	2,233	214
Various articles.....				Forged iron, rods, bars, &c.....do...	9,860,960	42,602	2,704
CLASS 2.—Animals	236	140	5	Iron plates and wire.....do...	1,692,707	12,871	671
CLASS 3.—Fermented liquors.				Iron goods of different kinds.....do...	164,017	4,168	1,009
Beer.....imperial gallons.	4,605	432	209	Tin plates.....do...	403,904	5,541	145
Wine.....do.....	850	100	59	Brass and copper plates and bars.....do...	212,695	9,286	215
Other liquors.....do.....	2,570	471	254	Brass and copper manufactured.....do...	80,395	8,460	1,241
CLASS 4.—Spoils of animals.				Gold in coin and ingots(a).....do...	16,792	73,750	7
Leather in goods of all kinds, pounds.	1,421	6,020	198	Silver in coin and ingots(b).....do...	664	134	.....
Skins, dressed and undressed.....	814,266	24,306	926	Various articles.....pounds.	557,980	7,146	301
Various spoils of animals.....	41,052	1,814	191	CLASS 13.—Minerals.			
CLASS 5.—Farinaceous articles.				Mineral coal.....tons.	12,345	7,281	146
Rice.....	2,354,791	21,267	6,105	Various articles.....pounds.	450,745	1,117	38
Flour of mandioca.....	38,781	256	44	CLASS 14.—Paper.			
Other feculas and flour.....	159,987	1,446	239	Books.....pounds.	20,589	1,517	80
CLASS 6.—Colonial goods.				Paper.....do...	80,763	3,084	788
Sugar.....	7,502,674	75,361	50,947	Various articles.....do...	7,662	781	43
Coffee.....	363,097	6,790	2,852	CLASS 15.—Fish.			
Ten.....	54,198	7,013	2,261	Cod fish.....pounds.	12,618,854	85,541	38,397
Various articles....	263,226	2,366	364	Various articles.....do...	373,032	6,974	480
CLASS 7.—Fatty substances.				CLASS 16.—Chemical products.			
Butter.....	55,672	2,866	695	Indigo.....pounds.	18,592	3,705	49
Cheese.....	69,958	1,687	538	Linseed oil.....do...	209,761	3,990	716
Various articles.....	8,876	238	51	Wood for dyes.....do...	772,148	2,011	96
CLASS 8.—Woolen goods.				Saltpetre.....do...	361,847	4,857	48
Stuffs.....	64,266	16,229	6,224	Dyes and drugs.....do...	741,046	4,970	594
Cloths.....	200,989	57,246	21,102	Chemical products & medicines.....do...	378,969	4,386	527
Various articles.....	22,109	4,522	1,755	Various articles.....do...	1,079,395	2,581	237
CLASS 9.—Linen goods.				CLASS 17.—Silks.			
Flax and hemp manufactured....lbs.	5,444,733	91,276	4,941	Handkerchiefs, (foulards)....pounds.	3,000	3,016	546
Linen textures, sackcloth, &c.....	246,574	8,319	2,057	Various silk textures.....do...	4,361	9,486	2,457
Various articles.....	122,715	338	30	Mixed textures.....do...	2,394	1,666	664
CLASS 10.—Crockery and glass.				Dyed silks, unmanufactured....do...	4,199	5,023	49
Earthenware.....	39,257	1,117	713	Various articles.....	545	1,110	247
Porcelain.....	17,391	2,076	790	CLASS 18.—Seeds, fruits, and plants..	59,203	927	93
Black glass bottles.....	1,043,669	5,704	505	CLASS 19.—Various articles....		15,997	2,056
Crystal in forms.....	30,548	3,677	818			1,065,867	241,340
Various articles.....		2,611	503				
		650,581	181,104				

Value of merchandise in American currency, \$4,841 to the pound sterling, £1,065,867—equal to \$5,158,796 28. Duties thereon, £241,340—equal to \$1,168,085 60.

In the third and fourth columns the parts of a pound are omitted.

a Besides this gold, there were imported free of duty 89,725 sovereigns, and 430 Spanish and South American gold ounces.

b The duty on silver was £0 6s. 10d

Statement of the exportation of wine from Lisbon the years specified.

To what ports.	Years.			To what ports.	Years.		
	1853.	1854.	1855.		1853.	1854.	1855.
	<i>Pipes.</i>	<i>Pipes.</i>	<i>Pipes.</i>		<i>Pipes.</i>	<i>Pipes.</i>	<i>Pipes.</i>
Aalborg			12	Mayagao			1½
Algiers			2	Memel			56
Ajuda	9			Mozambique	86	15	54
Amsterdam	58	10	½	Mogador			½
Angola	355	160	326	Monte-Video	3	6½	
Australia	769	25		Nantes	1	24	17½
Bahia	3,856	2,964	2,277	Newcastle	5		
Benguela	135	93	77	Newfoundland	9	49½	22
Bergen	1			New York	1,215	102	322
Bissau	10			Onim			9
Bologne			½	Ostend		1	5½
Bristol	42	13	16	Para	638	1,051½	636
Buenos Ayres		½		Parahiba	172		
Cape Verd	307		52	Pernambuco	1,937	1,710	1,060
Cadiz		½		Petersburg	568		
Ceara	47	21½		Plymouth	28		
China	2			Poole		1	
Copenhagen		40		Porto Alegre		205	
Cork	3		3½	Portsmouth	1	1	
Cronstadt	1			Quebec			185
Dublin	135	134	69½	Renders			½
Elsinore	1	426	54	Riga	158		
Genoa	7	6	5	Rio Grande	903	864	620
Gibraltar	4		6½	Rio de Janeiro	11,678	14,605	8,835
Glasgow	10	15	6	Rio la Plata		1½	
Goa	113	54	106	Rouen	3	2½	½
Gothenburg		40	1½	Saffi			½
Halifax		4		Santos		39	
Hamburg	726	707	398	Sedovey	457	1½	
Havre	36	13	32½	Singapore	10		
Island of Corisco		7		Sligo	1		
Jersey	53			Solerham			1
Krageroe		1		Southampton	15	25½	12
Leith	3	6½		Stavanger	1		
Libau	5	1		Stockholm	3	1½	23½
Liverpool	253	311	87½	St. Thomas	83	53	22
London	1,277	1,198	803	Toulon	8		
Macao	534	203	681	Wlaardingen	13	11	1
Maranhao	895	659	866				
Marseilles	4	23	23	Total	27,647	25,966½	17,790½

Summary of the exportation of oil, brandy, and wine from Lisbon the years specified.

Years.	Oil.	Brandy.	Wine.
	<i>Pipes.</i>	<i>Pipes.</i>	<i>Pipes.</i>
1853-----	4,206	47	27,647
1854-----	269	38	25,966
1855-----	2,523	83	17,790
Total-----	6,998	168	71,403

FUNCHAL, MADEIRA.

JOHN H. MARSH, *Consul.*

JUNE 10, 1854.

I have the honor to acknowledge the receipt of your circular of the 15th of March, and to reply. The trade of Madeira with foreign countries is very small. It is wholly regulated by the mother country, and no new regulations have been made for many years past that have influenced its commerce with the United States.

ANSWERS.

FIRST SERIES.

1st. The treaty of commerce existing between the United States and Portugal is faithfully observed here.

2d. The commercial regulations of Madeira are the same as those of Portugal; but only one half of the established duties on imports has lately been exacted here, in consequence of the failure of the last three vintages.

3d. American vessels are admitted here on the same footing as those of the most favored nations; they are subject to no restrictions, neither do they enjoy any privileges not extended to the vessels of other favored nations.

4th. The port charges levied on American vessels are the same that are levied on vessels of other nations, including also Portuguese vessels. They amount to about \$18 a vessel, whether the vessel be a large or a small one, for health office and government visits, and custom-house fees.

5th. The transshipment of goods to foreign ports can be made in American vessels, but not to a port of the mother country, the coasting trade being permitted only to Portuguese vessels.

6th. The moneys current in Madeira are chiefly American, with some English and Spanish. Though so near the mother country, Portuguese coin has never been current here, except copper coin. The weights and measures are, with a slight difference, the same as the weights and measures of the mother country, the government of which is now about adopting means for the equalization thereof in all the Portuguese possessions.

SECOND SERIES.

1st. Within the limits of my consular district there is only one port of entry, and the only commodity exported is wine. It is generally bought by the merchants raw from the presses,

and afterwards exported by them. The cost of a pipe of wine of the last vintage was from \$15 to \$60 per pipe of 23 almudes, or 109 $\frac{3}{4}$ gallons, according to quality.

2d. The freight of a pipe of wine hence to the United States averages from \$5 to \$7 a pipe, and the insurance charged is from 1 to 1 $\frac{1}{2}$ per cent. according to the season. The wine being exported either on account of the shippers or the parties ordering it, no commission is ever charged.

3d. Good wines, when new, are sold for cash, or on a credit of a month or two, but old, inferior wines are usually sold on a credit of from 24 to 48 months; that is to say, the amount is received in 24 to 48, and sometimes in 60, equal monthly instalments.

4th. As bills of exchange are never passed, nor any money transactions ever made between this island and the United States, no average rate of exchange can be estimated with reference to either place; the value of American coin here, however, is upon a par of dollar for dollar.

5th. The duty levied on the exportation of wine is \$5 53 per pipe, and on the imports from the United States, which consist of flour, corn, rice, staves, and lumber, the following: duty on flour, \$1 per barrel; on corn, 6 $\frac{3}{4}$ cents per bushel; on rice, 1 cent per lb.; on staves, \$1 60 per 1,000 for pipes, \$1 30 per 1,000 for hogsheads, and 75 cents per 1,000 for barrels; on lumber, \$1 90 per M. feet.

6th. No internal taxes whatever are levied on any of the imported commodities. The only article of export, which is wine, is subject to a tenth, levied at the time of the vintage.

7th. The rates of wages on the various branches and occupations of labor average between 20 and 40 cents per day, and of personal service in the business of commerce and trade, from \$100 to \$200 per annum.

There are no price current sheets published here, the sales being on too limited a scale to cause any demand for them. The commerce between the United States and Madeira must continue to be unimportant as long as the vines remain diseased, as wine is the only article of export from Madeira.

FAYAL, AZORES.

CHARLES W. DABNEY, *Consul*.

OCTOBER 1, 1854.

Having heretofore acknowledged the receipt of your circular of the 15th of March last, I now have the honor of transmitting the required information.

We have great cause to complain of the sanitary regulations in these islands, but as I have addressed Mr. O'Sullivan on the subject, I hope that you may be spared all trouble in relation to it.

The value of the productions of the United States imported into the Azores in the year 1851 appears to have been \$22,475; in 1852, \$25,044, and in 1853, \$24,554; and the duties accruing thereon were, in 1851, \$6,189 42; in 1852, \$5,607 39, and in 1853, \$5,872 70.

ANSWERS.

FIRST SERIES.

1st. The treaty has been complied with.

2d. The commerce of these islands is regulated by the mother country.

3d. The commerce of the United States is on as favorable a footing as that of any other foreign country.

14th. American vessels pay the same as national vessels. A statement showing the nature of the charges is sent.

15th. Vessels of the United States are allowed to receive bonded merchandise and convey it to any foreign country, but not to any Portuguese port.

16th. The dry measure and the weights in use here are the same as those used in Lisbon. The measure used for liquids is the canada, which is equal to five-eighths of a gallon.

The currency here is different from that of the mother country. The cruzado novo passes here for 60 cents; the half Johannes passes for \$10, and the Spanish dollar, by a decree of 1852, passes for \$1 20. A new coinage has been ordered by the Portuguese government, and it is expected that its provisions will extend to these islands.

SECOND SERIES.

1st. As there are only two articles of export from these islands to the United States, worthy of notice, I have dispensed with the tabular form. Wine was sold, by the pipe, at from \$9 to \$15, and it was retailed at from 12½ cents (8 cents the canada) to 19 cents (or 12 cents the canada) from July 1, 1852, to July 1, 1853.

The wholesale price of oranges has not varied here for twenty-eight years, being \$1 20 for the contents of a London-size box, equivalent to one and a half Russian or three Sicilian boxes, for the town fruit, (that which grows near the town,) and \$1 for country fruit. The box and expenses are estimated at 40 cents for a Sicily-size box. The oranges usually retailed here are windfalls, and are worth very little; they sell usually from 5 to 30 for a cent. The oranges of

this island are less esteemed in the London market than those of St. Michaels. Here they ripen a few days earlier, and the first that arrive at market yield a profit that indemnifies in part the loss on the subsequent shipments. A higher price would willingly be paid for the first oranges, but the proprietors will not dispose of the fruit in any other manner than that he who picks the first that ripen must take the whole as it comes forward. The oranges of St. Michaels are the most esteemed and are higher priced, commencing at \$1 50 for the fruit to fill a London-size box, and frequently, at the latter part of the season, selling for \$4 and \$5. The Terceira fruit is not as palatable as the Fayal, but it is supposed to be more durable, and is usually higher priced after the month of December. The island of St. George produces a few thousand boxes of oranges, that have been sold at a lower rate than those of Fayal.

I ought to have mentioned, in regard to wine, that, for shipment, it undergoes preparation, and is fortified with spirit, which enhances its value in proportion to the labor and spirit bestowed upon it. Unlike other wine countries, the quantity kept over a year is very small.

2d. There are no insurance offices here; the usual rate paid is from 1 to 2 per cent. Freight varies from \$2 to \$16 a ton. Wine and fruit are almost invariably sold free. On board, the commission would be 5 per cent.

3d. The usual terms of sale here are cash, and from 2 to 12 months credit. Cash sales are rare.

4th. The exchange has been uniform for twenty-two years, \$1 per 1,000 reis.

5th. The export duty on wine is 14½ cents per pipe, and that on oranges a tenth of one per cent. on the value.

A tabular statement of duties on imports is sent; it does not include those at St. Michaels, as they have not yet come to hand. In making up the aggregate amount, I estimated the imports at St. Michaels at 200,000 feet of lumber and 100 kegs of cut-nails.

6th. Whale oil is the only article of import on which any excise tax is levied; it is a municipal import, obtained by diminishing the size of the retail measure one eighth.

7th. A tabular statement is sent.

The exports of St. Michaels are oranges and cereals; of Terceira, the same, and of Fayal, wine and oranges. A few baskets are exported from Fayal, but the quantity is too small for notice.

I send the return of shipping employed in the Fayal trade in 1852, which ought to have gone the last time.

Table of imports into the port of Fayal from the United States during the year 1851, with the values of the same and the amounts of duty paid thereon.

Description of merchandise.	Number, weight, or measure.	Values of merchandise.	Duties on merchandise.	Description of merchandise.	Number, weight, or measure.	Values of merchandise.	Duties on merchandise.
Pine lumber	457 M. feet.	\$6,670 00	\$1,370 80	Bread	29 casks	\$265 00	Bonded.
Oak staves	51 thousand	2,570 00	105 60	Oars	50	75 00	\$5 00
Crushed sugar	20 barrels	316 00	208 04	Hitch	50 barrels	78 00	40 00
Cotton goods	31 bales	1,485 00	316 80	Cotton	10 bales	418 00	8 00
Cotton goods	3 cases	262 00	68 90	White lead	80 kegs	530 00	88 04
Cut nails	370 kegs	1,490 00	1,480 00	Beef	10 barrels	100 00	Bonded.
Oil, whale	24 casks	1,730 00	698 49	Pork	20 barrels	220 00	Bonded.
Rice	60 barrels	486 00	159 60	Fish	30 drums	280 00	189 40
Spars 24, and poles 61	750	132 00	15 80	Ice	11 tons	22 00	175 60
Shooks	750	74 00	28 50	Red lead	2 kegs	12 00	1 20
Twine	100 pounds	28 00	8 40	Chrome	1 box	15 00	5 80
Litharge	10 kegs	81 00	6 50				
Verdigris	4 boxes	133 00	8 90				
						17,475 00	4,989 42

Table of imports into the port of Fayal from the United States during the year 1852, with the values of the same and the amounts of duty paid thereon.

Description of merchandise.	Number, weight, or measure.	Values of merchandise.	Duties on merchandise.	Description of merchandise.	Number, weight, or measure.	Values of merchandise.	Duties on merchandise.
Pine Lumber	495 M. feet.	\$7,237 24	\$1,485 70	Drills	2 bales	\$90 00	\$64 20
Oak staves	87 thousand	2,216 95	179 80	Palm leaf hats	4 cases	135 00	8 40
Oars	196	174 30	19 60	Pitch	20 barrels	33 50	16 00
Cotton warp	4,180	723 40	247 88	Bread	62 barrels	241 00	Bonded.
Fish	33,608 lbs.	712 00	477 60	Nails	120 kegs	422 00	480 00
Oak sticks	30,000	76 97	38 80	Oak plank	61 M. feet	339 00	20 10
Crushed sugar	10 barrels	120 00	108 09	Twine	100 pounds	28 00	8 40
Shooks	5,988 shooks	847 82	298 50	Denims	1 case	75 00	53 60
Coal	210,890 tons	246 00	Free.	White lead	20 kegs	428 42	25 80
Beef	68 barrels	660 00	Bonded.	Osnaiburgs	1 bale	67 87	16 70
Pork	34 barrels	545 00	Bonded.	Tar	6 barrels	119 00	4 80
Rice	21 tierces	517 89	168 40	Spirits of turpentine	1 barrel	26 70	1 80
Rope	940 pounds	137 00	27 20	Coal dust	145 tons	290 00	Free.
Ticks	1 case	66 00	58 20				
Cottons	62 bales	2,677 00	601 40			20,044 06	4,407 30
Shirtings	2 cases	171 00	100 50				

Table of imports into the port of Fayal from the United States during the year 1853, with the values of the same and the amounts of duty paid thereon.

Description of merchandise.	Number, weight, or measure.	Values of merchandise.	Duties on merchandise.	Description of merchandise.	Number, weight, or measure.	Values of merchandise.	Duties on merchandise.
Pine lumber	168 M feet	\$3,127 44	\$501 80	Pork	40 barrels ..	\$615 00	Bonded ..
Oak staves	43 thousand ..	2,518 10	98 20	Pitch	20 do	37 50	16 00
Shirtings	120 bales	6,104 69	975 80	Rosin	10 do	17 50	8 00
Cotton goods	12 cases	850 90	571 20	Spirits of turpentine	1 do	29 02	1 90
Fish	144 drums	1,983 60	1,188 40	Oars	86	75 00	8 60
Cotton	10 bales	468 00	7 90	Oak stick	1	25 28	1 20
Rice	20 casks	578 03	164 80	Verdigris	1 barrel ..	76 00	12 00
Twine	300 pounds ..	84 00	25 20	Whaleboat	1	78 50	7 50
Nails	50 kegs	225 00	250 00	Cotton warp .....	.....	20 80	6 00
Crushed sugar	70 barrels ..	985 00	756 40	Oak plank	2 M feet ..	100 00	6 00
White lead	40 kegs	312 00	44 00	Spars	35	236 00	21 80
Bread	100 barrels ..	426 84	Bonded ..				
Beef	60 do	580 00	do			19,554 20	4,672 70

Statement of port charges at Fayal.

Captain of port	\$3 60	Custom-house guards (80 cents per day)	\$2 34
Harbor master	1 20	Health fees	3 20
Custom-house	6 15		

Statement of the value of labor in the different branches of industry relating to commerce.

Carpenters' wages on shore from	40 to 50 cents.	Masons	40 to 50 cents.
Carpenters' wages on board vessels	86 to 120 "	Country laborers	10 to 16 "
Caulkers the same.		Town laborers	16 to 24 "
Riggers on shore	40 to 50 "	Boatmen, per day	30 to 50 "
Riggers on board	56 to 60 "	Seamen's wages, per month,	\$8 to \$12
Sailmakers on shore	40 to 50 "		

Return of foreign trade at the port of Fayal during the year 1852.

Nation.	Arrived.		Departed.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
American	9	2,045	9	2,048
British	7	680	6	590
French				
Brazilian	1	380	1	380
Danish	1	90	1	90
Portuguese	33	3,466	31	3,281
Total	51	6,661	48	6,389

BELGIUM.

BELGIUM

SECOND SERIES.

BELGIUM.

ANTWERP.

A. D. GALL, Consul.

I have the honor, in accordance with the circular addressed to me from the Department of State, dated March 15, 1854, to transmit you herewith a parcel containing divers books and manuscripts, in reply to the questions therein required, and beg further to lay before your department the following answers to the said circular:

ANSWERS.

FIRST SERIES.

1st. A treaty exists between this government and the United States, but it is violated in this particular: The American consul here is not allowed to exercise the same privileges as the Belgian consul in the United States. The Belgian law compels masters of Belgian vessels to note their protests in a foreign port before the consul of their nation, whereas the Tribunal of Commerce of Antwerp compels masters of American ships, against their will, to note and extend their protests before that tribunal, denying the American consul the right to note and extend protests, and when made before the consul they declare it illegal. The laws of Belgium are the same as those of France; in every port of France the United States consul has the right to note and extend all protests. In the port of Havre, the principal maritime city in France, all the protests of American ships are noted and extended at the United States consulate. In Great Britain, Holland, and the Hanseatic ports, the same privilege is granted them; but in Belgium alone, notwithstanding the treaty, this right is denied to the commercial representative of America, which is, most undoubtedly, a humiliation, as well as a violation of the treaty.

2d. The commercial intercourse of the United States is dependent upon treaty stipulations and local legislation. The treaty concluded between the United States and Belgium extends over a term of ten years, bearing date March 30, 1846, by which the United States is placed upon the same footing as the most privileged nation, and its citizens enjoy the same privileges as the subjects of Belgium. Those nations having no treaty of commerce with this country do not enjoy such privileges.

3d. There are restrictions imposed upon the commerce of some nations; for example, Greek and Mexican vessels pay a higher rate of tonnage on entering the port of Antwerp.

4th. For the amount and character of port charges see Table A.(a) They are precisely the same as levied on vessels of the United States of America.

5th. Transshipment may be effected free of duty, in transit.

6th. Belgian moneys are francs and centimes; measures, hectolitres, litres, and decalitres; also metres, decimetres, and centimetres. Weights: kilogrammes, hectogrammes, and decagrammes, as per Table B.(b)

(a) See Part I, "Commercial Digests," p. 246, et seq.

(b) Omitted.

SECOND SERIES.

1st. It is difficult to give the retail prices of all commodities. Respecting the wholesale prices, refer to the Antwerp Maritime and Commercial Review, and list of prices current therewith enclosed.

2d. May be found in the above named Commercial Review.

3d. For modes and terms of sale, see the Antwerp Commercial Report, by Mathew Anthoniseus.

4th. The Tribunal of Commerce has fixed a rate of francs 5.20 to the dollar; upon which basis all freights and commercial transactions with the United States are settled. The true par of the dollar is 5.33 francs.

5th. Refer to the official tariff of the custom-house.

6th. The internal taxes consist of excise duties. Refer to tables C and D, (a) for Ostend and Ghent. Antwerp excise dues, see page 20, in "Anthoniseus' Commercial Report."

7th. The rates of wages for laborers, from 50 to 60 cents per day; for mechanics, from 70 to 80 cents per day; clerks, from 200 to 600 dollars per annum.

I have also transmitted to you a regular file of price current sheets ("Antwerp Commercial Review") and a general statistical table of commerce with foreign countries, wherein is embraced that of the United States, (see page 322,) which will define such articles of growth and produce thereof, together with the amount of duties, and such enactments, existing laws, and modifications as I have been enabled to obtain.

(a) Omitted.

DOMINIONS OF THE NETHERLANDS.

DOMINIONS OF THE NETHERLANDS.

ROTTERDAM.

WILLIAM S. CAMPBELL, *Consul*.

DECEMBER 26, 1854.

In reply to the information called for in the circular to consuls, dated March 15, 1854, received here on the 15th November last, I have the honor to submit the following reply:

ANSWERS.

FIRST SERIES.

1st. In respect to existing treaties between the United States and the kingdom of the Netherlands, I have no evidence that the same are not faithfully adhered to, nor that any privileges are accorded to the commerce of other nations in the kingdom of the Netherlands that are not enjoyed by that of the United States.

4th. The description and amount of port charges, and other dues levied on the vessels of the United States in the ports of the Netherlands, are the same as those on national vessels, a statement of which will be found in the answers to the circular of October 8, 1853. (*a*)

5th. The transshipment of goods to American vessels bound to foreign ports is permitted the same as to national vessels, but any participation in the interior or coasting trade is prohibited to foreign vessels.

SECOND SERIES.

1st. The wholesale prices of the general articles of trade at this port, and of those exported hence to the United States for the year commencing July 1, 1853, will be found in a file of authentic prices current for that period herewith transmitted.

2d. The rates of insurance, freights, and commissions usually charged upon the principal articles of export from this port to the United States are as follows:

Articles.	Average to New York.		Articles.	Average to New York.	
	Insurance.	Freights.		Insurance.	Freights.
	<i>Per cent.</i>			<i>Per cent.</i>	
Gin.....	1½ a 1½	\$4 per pipe.....	Indigo	1¾ a 2¼	\$6 a 8 per ton measurement.
Madder	1¾ a 2¼	6 a 8 per ton measurement.	Coffee.....	1½ a 2	6 a 8..... do.....
Spices.....	1½ a 2	6 a 8..... do.....	Banca tin.....	1 a 1½	4 a 6..... do.....
Refined sugar..	1¾ a 2½	6 a 8..... do.....	Seeds	1¾ a 2	6 a 8..... do.....
Linseed oil.....	1½ a 1½	6 a 8..... do.....	Flax	1¾ a 2	10 a 12..... do.....
Camphor	1¾ a 2½	6 a 8..... do.....	Rattans	1½ a 1½	4 a 6..... do.....

Commission for purchasing, $2\frac{1}{2}$ per cent.

3d. The modes and terms of sale of the same will be found annexed.

4th. No current rates of exchange on the United States are quoted in Holland. The nominal par, as estimated by merchants here, is 40 cents per guilder.

Much of the exchange operations with the United States is transacted *via* England. The average rates of exchange here on London, for the year commencing 1st July, 1853, were as follows: For bills having no more than ten days to run—

1853—July.....	11.82 $\frac{1}{2}$	guilders per £ sterling.
“ August.....	11.80	“ “
“ September.....	11.77 $\frac{1}{2}$	“ “
“ October.....	11.80	“ “
“ November.....	11.70	“ “
“ December.....	11.67 $\frac{1}{2}$	“ “
1854—January.....	11.65	“ “
“ February.....	11.67 $\frac{1}{2}$	“ “
“ March.....	11.60	“ “
“ April.....	11.60	“ “
“ May.....	11.65	“ “
“ June.....	11.70	“ “

5th. The duties on exports to and imports from the United States will be found in the existing tariff of the Netherlands, two authentic copies of which are herewith transmitted.

6th. The most prominent commodities upon which internal taxes (excises) are levied in Holland, (exclusive of import duty,) and equally upon the domestic as well as the foreign production, are, in Rotterdam, as follows:

Commodities.	Rates of internal taxes.	Commodities.	Rates of internal taxes.
Gin	\$0 42 per gallon	Soap.....	\$2 12 per 112 pounds.
Flour and meal.....	2 80 per barrel.....	Salted beef, pork, hams, bacon, &c.	1 25----do.....
Salt (refined).....	1 85 per 112 pounds.	Coals	3 25 per ton.....
Refined sugar	5 50----do.....		

7th. The rates of wages in the various branches and occupations of labor, and of personal service in the business of commerce and trade at this port, may be considered about as follows:

Occupations.	Rates of wages.	Occupations.	Rates of wages.
Book-keeper	\$500 a 800 per year.....	House laborer.....	50 cents per day
Corresponding clerk	400 a 600....do.....	Blacksmith	50....do.....
General clerk	100 a 300....do.....	Painter	45....do.....
Warehouse foreman	4 80 per week.....	Sailmaker	45....do.....
Warehouse laborer	3 00....do.....	Ship-carpenter	60....do.....
Ship laborer	50 cents per day.....		

Statement showing the declared value of imports into the kingdom of the Netherlands direct of articles the growth, produce, and manufacture of the United States, in the years specified.

Articles of import.	1851.	1852.	1853.
Tobacco	\$1, 177, 314	\$1, 916, 419	\$1, 512, 290
Cotton	468, 681	910, 226	592, 013
Rice	131, 352	177, 646	13, 983
Ashes, pot and pearl	150, 164	46, 528	17, 789
Woods, all kinds for construction, spars, staves, &c.	112, 070	88, 869	34, 440
Lard, &c.	118, 081	26, 315	29, 216
Rosin	69, 920	67, 600	82, 312
Flour, all kinds	18, 660	110, 440	29, 418
Wheat and rye	16, 920	57, 240	8, 896
Whale oil	279, 378	-----	3, 200
Whalebone	3, 036	5, 500	13, 818
Drugs, &c.	34, 247	103, 397	9, 898
Turpentine	21, 795	19, 728	55, 214
Pitch	2, 040	-----	2, 800
Leather	9, 220	15, 316	3, 577
Lead	3, 064	-----	2, 030
Beef and pork	-----	2, 440	5, 938
Miscellaneous	21, 936	35, 195	29, 588

Statement showing the modes and terms of sale at Rotterdam of the commodities specified.

Commodities.	Terms of sale.	Discount and allowances	Deductions for tare, &c.		Usual cost of packages.	Ordinary shipping charges.	Disc. for cash.
			Tare.	Additional.			
		<i>Per cent.</i>		<i>Per cent.</i>			<i>Per cent.</i>
Gin.....per hectolitre...	3 months.	1	-----	-----	\$6 50 per pipe...	45 cents per pipe.	1
Madder.....per 50 kilo's....	Cash.....	2	Real.....	2	\$1 20 per cask...	40 cents per cask.	-----
Coffee.....per $\frac{1}{2}$ kilo.....	3 months.	-----	3 per cent.....	-----	-----	50 cents per ton..	1 $\frac{1}{2}$
Spices.....do.....	3 months.	1	Real.....	1	No charge for original packages.	40 cts. per cask.	1 $\frac{1}{2}$
Banca tin.....per 50 kilo's....	3 months.	2	-----	1			1 $\frac{1}{2}$
Refined sugar.....per 100 kilo's...	3 $\frac{1}{2}$ mo's.	-----	Real.....	2	\$1 35 per cask...	50 cents per ton..	1 $\frac{1}{2}$
Canary seed, hemp, mustard . per hectolitre...	Cash.....	-----	-----	-----	25 cents per bag..	75 cents per ton..	-----
Flax.....per stone of 6 lbs	Cash.....	-----	-----	-----	\$1 per 6 pounds.	60 cents per ton..	-----
Linseed oil.....per hectolitre...	3 months.	-----	-----	-----	\$1 60 per aum....	30 cents per aum.	1
Rattans.....per 50 kilo's..	3 months.	2	1 $\frac{1}{2}$ per cent.....	2	-----	80 cents per ton..	1
Japan camphor.....per $\frac{1}{2}$ kilo.....	3 months.	3	24 kilo's per tub	1 $\frac{1}{2}$	-----	20 cents per tub..	1
Indigo.....do.....	3 months.	4	Real.....	-----	-----	35 cents per chest	1 $\frac{1}{2}$

AMSTERDAM.

R. G. BARNWELL, *Consul*,

JUNE 8, 1855.

I have the honor to enclose a copy of answers to circular of queries dated March 15, 1854. I regret that I am not able to do them full justice, but hope that they may be of some use to the country.

ANSWERS.

FIRST SERIES.

1st. To the best of my knowledge and belief there has been no intentional breach of treaties existing between Holland and the United States.

The regulations for commercial intercourse between the United States and Holland continue as long as the treaties exist, and the terms thereof are faithfully observed. The Dutch are noted for punctuality and good faith.

3d. The vessels of the United States are allowed to trade with the Dutch colony of Surinam, for the importation there of articles of the growth and manufacture of the United States, and the exportation thence of molasses. I know of no other privileges or restrictions for the commerce of the United States with the Netherlands.

4th. The amount and character of port, light, pilotage, and other charges, are precisely the same for United States vessels as for national vessels.

5th. The transshipment of goods in vessels of the United States to a port either in or out of the Netherlands is permitted on the same conditions as to national vessels.

6th. The decimal system prevails in Holland in estimating weights and measures. The Dutch ell is equal to $3\frac{2}{10}\frac{8}{10}$ feet. The mud or zak is equal to $2\frac{8}{10}\frac{4}{10}$ bushels. The vat hectolitre is equal to $26\frac{4}{10}\frac{2}{10}$ gallons. The kan litre is equal to $2\frac{1}{10}\frac{1}{10}$ pints. The pond kilogramme is equal to $2\frac{2}{10}\frac{1}{10}$ lbs.

SECOND SERIES.

1st. The weekly issues of price current sheets prepared by brokers have not been received at this consulate. They are taken by merchants who are directly interested in such matters. They are printed in the Dutch language.

2d. The usual rate of insurance is from $1\frac{1}{4}$ to $1\frac{1}{2}$ per cent. Freight, from \$5 to \$7 per ton. Commissions, 2 per cent.

3d. Sales and purchases are effected through brokers, generally on a credit of three months. If for cash, a discount is allowed of 4 per cent. per annum.

4th. There is no fixed rate of exchange between Amsterdam and other ports within my consular jurisdiction and the United States. The Dutch guilder is usually valued at 40 American cents.

5th. For a complete answer to this query, I would respectfully refer to a printed document enclosed with answers to first set of queries.

6th. This query is not clearly understood. Manufactures are rare in Holland. Madder, gin, coffee, nutmegs, herrings, chicory, &c., which are exported to the United States in a complete state, have no internal taxes imposed upon them by government. The same with regard to articles in a crude or partially manufactured state.

7th. Formerly there was a fixed rate of charges for all kinds of civil service; but, at present, in Holland as in the United States, each person gets as much out of his neighbor as he can.

Many suggestions might be made for the improvement of trade between Holland and the United States; but the Dutch are cautious, and have not been, generally, fortunate in their commercial transactions with the United States.

PARAMARAIBO.

FRANCIS W. CRAGIN, *Consul*.

DECEMBER 11, 1854.

I have the honor to enclose answers to the questions of your circular of 15th of March, 1854, containing all the information in my possession or power to obtain.

In answer to the first clause of the circular, I beg to state that I transmitted in September last, with my answers to questions of circular of 8th October, 1853, (a) all commercial regulations, (otherwise than by treaty,) enactments, &c., within my power to obtain, which have influenced, in any manner, the commerce of the United States within my jurisdiction, from the commencement of the year 1851 to the end of the year 1853.

ANSWERS.

FIRST SERIES.

1st. The terms of the treaty of commerce with the United States are faithfully adhered to.

2d. Partly on both, inasmuch as local legislation prescribes harbor regulations, and fixes the valuation on goods and merchandise for the assessment of duties. Export duties vary with the market price. All local enactments and resolutions are made by the governor and council, and are subject to the approval of the king; and all these, as well as treaties made by the home government and other royal orders and decrees, affect alike the vessels of Holland and the United States.

3d. There are no privileges granted to, or restrictions imposed on, vessels of the United States that are not applied to vessels of other nations.

4th. They are the same on both, and are specified in my answers to questions of circular of 8th October, 1853.

5th. Transshipments permitted by petitioning the governor, at an expense of about \$4.

6th. They are all the same as those used in Holland, and established by the supreme law of the mother country.

1st. —

SECOND SERIES.

Commodity.	Trade.	Quality.	Quantity.	Prices.
Molasses	Wholesale	Merchantable	Gallon	9 a — cents.
Molasses	Retail	Merchantable	Gallon	10 a 16 "
Sugar	Wholesale	Brown	Pound	2½ a 3 "
Sugar	Retail	Brown	Pound	2½ a 4 "
Cotton	Wholesale	Clean	Pound	11½ a 12½ "
Cotton	Wholesale	Dirty	Pound	5 a 8 "
Cotton	Retail	None	None .....	.....
Coffee	Wholesale	Whole	Pound	7½ a 8½ "
Coffee	Wholesale	Broken	Pound	5½ a 6½ "
Coffee	Retail	Whole	Pound	8 a 10 "
Cocoa	Wholesale	Merchantable	Pound	7½ a 7½ "
Cocoa	Retail	Merchantable	Pound	8 a 10 "
Copper	Wholesale and retail.	Old	Pound	18 a 24 "

2d. There is no insurance company or underwriter in Surinam. Insurance is usually effected in the United States for the whole voyage, at its inception. The rate has been about $1\frac{1}{4}$ per cent. each way; but since about June last it has been higher, and is now $1\frac{3}{4}$ per cent. The rate of insurance usually charged in the United States on cargoes from Surinam to Boston, Salem, or Gloucester, was, previous to June, 1854, $1\frac{1}{4}$ per cent.; subsequently, and at present, $1\frac{3}{4}$ per cent. Freights to Boston, Salem, Gloucester, &c., are nearly as follows: sugar, $\frac{1}{2}$ cent per lb.; molasses, $3\frac{1}{2}$ cents per net gallon, delivered; cotton, 1 cent per lb.; coffee, $\frac{1}{2}$ cent per lb.; cocoa, $\frac{1}{2}$ cent per lb.; old copper, $\frac{1}{2}$ cent per lb. Commissions are legal and conventional. Legal, if not otherwise stipulated, 10 per cent.; customary, on purchasing a cargo, $2\frac{1}{2}$ per cent.; customary, for selling and collecting, $2\frac{1}{2}$ per cent.; single instances for both buying and selling, $2\frac{1}{2}$ per cent.; masters are usually supercargoes, and have nominal wages paid on all they return, 5 per cent.

3d. Cargoes for the United States are usually bought with American cargoes from American merchants, who monopolize most of the molasses, (the only commodity formerly exported to the United States,) or with cash. Old copper and molasses are usually sold at private sale. Sugar, cotton, coffee, cocoa, and, occasionally, molasses, are sold by written tender; terms, cash on delivery.

4th. Bills of exchange on the United States (seldom to be procured) are usually sold at par, as is, also, United States and Spanish gold and silver—that is, two guilders and fifty cents to the dollar, United States currency; but there is not enough of either bills or foreign coin in the colony to transact business with, and the colonial currency, mostly the government coin of the Netherlands, is the principal circulating medium. This currency, compared with that of the United States, is intrinsically less in value, about $7\frac{1}{2}$ per cent. The true value of the silver guilder is estimated at 37 cents, United States currency; and those Americans who transmit or take home specie, as often occurs, can obtain for the two and a half guilder pieces (representing here the value of one United States dollar) only $92\frac{1}{2}$ cents—its real value in the United States. This is the now settled condition of our currency, and promises to be for the present.

5th. Duties on exports to and imports from the United States, in vessels of the Netherlands, the United States, or any country having a commercial treaty with Holland, 5 per cent. on exports, 3 per cent. on imports. In vessels of other countries, $7\frac{1}{2}$ per cent. on exports, 6 per cent. on imports.

6th. There is no direct tax that I am aware of levied upon any commodity, save export duties.

7th. Free persons, administrators of plantations and other property,

on net revenue, receive.....	10 per centum.
Directors or managers, ditto, per year.....	\$300 a \$1,200
Assistant manager, per year.....	\$80 a \$160
Engineers and machinists, per year.....	\$200 a \$600
Mechanics generally, per year.....	\$100 a \$180
Clerks and book-keepers, per year.....	\$200 a \$1,000
Out door clerks, (runners,) on the amount they collect.....	10 per centum.
For slaves are paid, (males,) a cook, per diem.....	25 a 50 cents.
A gardener, groom, footman, &c., per diem.....	20 a 40 cents.
A tradesman, carpenter, mason, &c., per diem.....	25 a 50 cents.
Females, a cook, washerwoman, seamstress, &c., per diem.....	16 a 20 cents.
Other servants generally, per diem.....	10 a 20 cents.

No prices current are published or established here. For prices, please see answer to question 1st of this series, and enclosure No. 5 of my despatches of September last for those of the United States.(a)

BATAVIA.

ALFRED A. REED, *Commercial Agent.*

MAY 30, 1855.

I have the honor to submit the following to you in reply to your circular of 15th March :

American commerce enjoys the same rights and privileges as the most favored nation. The tariff, in comparison with that fixed for Dutch ships, is not heavier than that of other countries, being generally double, while foreign trade, generally, is not burdened by unusually troublesome formalities. Foreign commerce with Java is not encouraged, it is only permitted, and the general bearing of all the local commercial laws is in conformity therewith.

ANSWERS.

FIRST SERIES.

1st. The existing treaty between Holland and the United States is, as far as I am aware, faithfully adhered to. The treaty, made, I think, in 1852-'53, left the point of duty upon coffee somewhat uncertain; and I venture to repeat, what I have already several times represented to the department, nine-tenths of all the coffee shipped from the Netherlands East India possessions is government property—is shipped to and sold in Holland as such, and, consequently, pays no export duty here, and no import or entrepot duty in Holland. When, now, such coffee is admitted into America from Holland upon the same terms as coffee shipped by private persons who pay 6 per cent. export duty to Holland, and 12 per cent. to America, it is clear that the coffee sold in Holland by the Dutch company has, by just that per centage, the advantage of the coffee shipped by the private trader, so that such shipments require the protection of our government to that extent.

2d. The commercial intercourse with this country is dependent upon laws made both in Holland and here, and which still continue to be made in both places. The present regulations are fixed until some later regulation changes them.

3d. The commerce of the United States enjoys the same privileges, and is under the same restrictions, as that of the most favored nation.

4th. For reply, see accompanying tariff annexed. Dutch ships pay half the therein noted charges.

5th. Transshipment of goods is permitted both to ports in Netherlands India and foreign ports, under supervision of the custom-house, at a charge of 1 per cent. upon invoice value. Goods can be bonded for 1 per cent. upon invoice value, and a moderate store rent.

6th. The currency is in guilders, of which the silver guilder is divided into 100 cents, and the copper into 120 daits. The weights are the picul, divided into 100 catties, equal to 125 pounds Dutch, or nearly 136 pounds English. The only measure known in trade is the leaguer of 388 kans, equal to 160 gallons, imperial.

SECOND SERIES.

1st. I annex a table of the wholesale prices of such goods as are shipped to the United States

for each month of the year, beginning with the 1st of July, 1853. The retail prices have no bearing upon the matter here.

2d. Shipments from this to America are invariably made in ships sent for that purpose, which being chartered in the United States, the insurance and freight are both fixed there. The commission charged here upon shipments is $2\frac{1}{2}$ per cent. upon invoice value.

3d. The terms of purchase are cash, and for the mode—purchases are made of owners of property without employment of brokers.

4th. I annex a table of rates of exchange for each month of the year specified.

5th. I send a book in which the export and import duties are all stated.

6th. No internal taxes are levied.

7th. From the nature of the regulations which govern this country, I cannot give any satisfactory answer to this requisition—as far as regards “the wages in the branches and occupations of trade.” In commercial pursuits, the clerks are paid according to usefulness, varying from \$200 to \$1,000 per year. Lastly, I add such prices current for the year specified as I have been able to obtain.

In conclusion I have to remark, that trade here, both Dutch and foreign, is crushed by the giant monopoly known under the name of the “Trading Society,” which, from its large capital, and its privileges granted by charter, kills all private enterprise; and, until the Dutch themselves set bounds to this enterprise-destroying monster by their own legislation, I do not perceive any manner in which foreign legislation can increase the import or export trade of this colony.

Statement of produce exported from Java to the United States during the years specified.

Articles.	1851.			1852.			1853.		
	Quantities.	Estimated values.	Estimated duties paid.	Quantities.	Estimated values.	Estimated duties paid.	Quantities.	Estimated values.	Estimated duties paid.
	<i>Piculs. (a.)</i>			<i>Piculs.</i>			<i>Piculs.</i>		
Coffee.....	79,363	\$872,993	\$110,883 39	48,082	\$480,820	\$60,583 82	46,737	\$467,370	\$58,888 61
Nutmegs.....	328	22,304	2,566 11	253	16,445	1,979 35	122	7,930	954 47
Rattans.....	2,950	8,750	182 20	1,820	5,460	112 41	1,466	4,398	90 55
Sugar.....	11,789	58,945	3,713 53	1,850	9,250	582 73	36	54	.....
Rice.....	5,199	7,798	214 07	496	3,202	408 47	3,690	18,450	1,162 34
Hides.....	4,923	4,923	162 16	1,765	17,650	370 65	458	3,206	377 17
Pepper.....	652	4,564	537 76	55	385	7 26	2,949	30,439	639 22
Cassia.....	62	434	9 11	37	55	3 04	310	2,170	358 51
Mace.....				61	3,050	502 35	22	1,100	181 25

(a) The picul equals 136 pounds.

Average rate of exchange.

1851.....12.50 to 13 francs per £ sterling.

1852.....12.50 to 13 francs per £ sterling.

1853.....10.50 to 12.50 francs per £ sterling.

Cost of produce bought in Java for the United States, from June, 1853, to July, 1854.

Articles, &c.	1853.						1854.					
	July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.
Coffee.....per pound.....	\$0 09.7	\$0 10	\$0 09.6	\$0 09.4	\$0 09½	\$0 09½	\$0 09.9	\$0 09½	\$0 10	\$0 10.9	\$0 10½	\$0 10½
Nutmegs.....do.....	52.4	53.9	62.9	63.3	63.6	62	61.4	62	59.3	59.9	57.7	59.3
Gum Dammar.....do.....	12.9	13.3	12.2	12½	12.4	12.4	13.4	13.7	12½	12.6	11.8	11.8
Sugar.....do.....	03.8	03.9	03.9	03.9	04	04	03.9	04	03.8	03.9	03.8	03.8
Hides.....per hide.....	83.7	86	87½	88	88½	88½	87½	88½	84.7	85.7	84.7	84.7
Pepper.....per pound.....	07½	07.3	07.4	07.4	07.4	07.4	07.3	07.4	07	07.2	07	07
India rubber.....do.....	09	10	10	10	13.3	14.4	17.1	17	17½	16	14	14
Mace.....do.....	48	49.4	50	50½	50.8	50.8	52	52½	50	50.3	50	47
Sapan wood.....do.....	01.2	01.3	01.3	01.3	01.3	01.3	01.3	01.3	01.3	01.3	01.3	01.3
Cassia.....do.....	07	07.3	07.4	07½	07½	07½	07.2	07½	07.2	07.3	07.2	07.2
Indigo.....do.....	1 58	1 62	1 65	1 66	1 67	1.67	1 65	1 67	1 60	1 61	1 60	1 60
Arrack, in casks, &c.....per leaguer (a)	35 47	36 40	37 12	37 42	37 74	37 74	37 37	37 74	36 09	36 29	36 09	36 09
Rice.....per pound.....	01.3	01.4	01.4	01½	01½	01½	01½	01½	01.4	01.4	01.4	01.4
Rattans.....do.....	02.3	02 3	02.4	02.4	02.43	02.4	02.4	02.4	02.3	02.4	02.3	02.3

List of exports from Java to the United States of America from 1844 to 1853.

Years.	Nutmegs, piculs.	Coffee, piculs.	Rattans, piculs.	Gumdammar, piculs.	Sugar, piculs.	Rice, piculs.	Hides, pieces.	Pepper, piculs.	Gum elastic, piculs.	Cassia, piculs.	Sapan wood, piculs.	Arrack, leaguers.	Cochineal, piculs.	Mace, piculs.	Indigo, pounds.
1844.....	50	41,903	.....	.....	5,296	7,910	1,000	186	.....	.....	.....	.....	.....	.....	1,650
1845.....	30	19,900	250	.....	9,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1846.....	65	67,000	2,400	.....	.....	1,000	4,000	.....	.....	.....	1,200	25	.....	2	.....
1847.....	46	36,454	1,095	20	2,957	.....	100	.....	7	.....	650	.....	.....	10	.....
1848.....	14	29,906	1,103	.....	1,867	.....	.....	.....	353	.....	774	.....	.....	.....	.....
1849.....	291	38,071	572	.....	4,987	.....	1,600	.....	557	.....	726	.....	42	.....	.....
1850.....	199	25,935	689	.....	1,430	272	.....	42	.....	.....	100	60½	.....	.....	.....
1851.....	328	79,363	2,950	.....	11,789	5,199	4,923	653	.....	62	.....	.....	.....	.....	.....
1852.....	253	48,082	1,820	.....	1,850	.....	.....	496	1,765	55	37	.....	.....	61	.....
1853.....	122	46,737	1,466	36	3,690	.....	.....	458	2,949	310	.....	.....	.....	22	.....

Comparative statement of the crop of 1854 and that of 1855, estimated, derived from official sources.

	1854.			1855.			More than in 1854.	Less than in 1854.
	Government.	Private.	Total.	Government.	Private.	Total.		
Coffee.....piculs.....	1,062,009	119,356	1,181,365	971,915	119,770	1,091,685	.....	89,680
Sugar.....do.....	901,903	796,329	1,698,232	877,741	814,099	1,691,840	.....	6,392
Indigo.....pounds.....	677,283	316,007	993,290	690,983	366,500	1,057,483	64,193	.....
Cochineal.....do.....	71,788	77,884	149,672	73,675	89,000	162,675	13,003	.....
Cassia.....do.....	168,061	33,375	201,436	214,026	25,000	239,026	27,590	.....
Tobacco.....piculs.....	100,000	19,243	119,243	100,000	Unknown.	.....	.....	.....
Tea.....pounds.....	1,546,509	None.	1,546,509	1,541,092	None.	1,541,092	.....	5,417
Pepper.....do.....	331,828	.....	.....	318,750	350,000	668,750	.....	.....

(a) The leaguer equals 160 gallons.

PHILISBURG, ST. MARTIN.

H. O. CLAUGHTON, *Consul*.

MAY 18, 1854.

In reply to the circular under date March 15, I beg leave to submit the following: From the situation of the agency in this colony, it is impossible for me to give full answers to all of the interrogatories of said circular, since this could not be done without reference to the colonial archives, and I esteem it derogatory to the dignity of my government to ask this privilege under existing circumstances.

ANSWERS.

FIRST SERIES.

1st. There are two treaties of commerce between the Netherlands and the United States—the one of 1782, applying to all Dutch dominions; the other of 1839, referring only to the Netherlands in Europe. The terms of the former treaty are not faithfully adhered to. It is stipulated in article twenty of said treaty, that an American vessel entering a port of the Netherlands and not breaking bulk, or taking in cargo, shall not be obliged to give any account of her cargo whatever. Article third of the port regulations of this colony obliges masters of all vessels entering the harbor to proceed immediately to the chief of the colony and deliver over manifests of their cargoes. According to the 21st article of said treaty, the Netherlands government is obligated to admit consuls, commercial agents, &c., in whatever ports the American government may appoint them. This obligation they positively refuse to fulfil. The commercial agent at this port is not recognized, nor allowed to discharge the duties imposed, or enjoy the privileges warranted, by the certificate of appointment. By article third of said treaty, American citizens and vessels are placed upon a footing with those of the most favored nation. Though they now enjoy this advantage, yet it was not conceded until months after British and other vessels were proclaimed to enjoy the advantages of national vessels.

2d. The commercial intercourse depends upon the regulations of the mother country. The present regulations must be considered as fixed.

3d. American vessels have now all the privileges of those most favored.

4th. The port charges are tonnage money and subordinate officers' fees. Tonnage money is levied as follows:

On vessels under 25 tons, 5 cents per ton; between 25 and 50 tons, 6 cents per ton; between 50 and 100 tons, 8 cents per ton; above 100 tons, 10 cents per ton.

The additional charges are very trifling, consisting of poor money and subordinate officers' fees; and American vessels pay no other or greater charges than national vessels.

5th. American vessels can be employed in transshipping, with the privilege of national vessels. They are never so employed. There is an exception in favor of vessels belonging to the colony, they paying their dues only once a month.

6th. The moneys, weights, and measures are the same as those of the mother country.

SECOND SERIES.

1st. Since the 1st day of July last, no salt has been exported to the United States, and the other articles of export are too inconsiderable to mention, and, I may add, are generally shipped in small quantities, and via St. Thomas.

2d. Insurance is effected in the United States. When there is salt to export, freight varies from 9 to 15 cents per bushel.

3d. Sales are generally made for cash.

4th. The exchange depends upon the market at St. Thomas. It can seldom be in favor of the United States, since remittances can be so readily made in salt.

5th. Table of duties on exports to, and imports from, the United States:

Exports.

Arrowroot.	\$0 25	per cwt.	Iron (old).....	\$0 10 $\frac{1}{2}$	per cwt.
Bay rum.....	4 $\frac{2}{3}$	per gallon.	Salt.....	3 $\frac{5}{6}$	per bushel.
Copper (old).....	66 $\frac{1}{10}$	per cwt.	Sugar.....	20 $\frac{2}{3}$	per cwt.
Fruit.....	5 $\frac{3}{4}$	per cent. ad. val.	Tamarinds.....	22 $\frac{2}{3}$	per barrel.

Imports.

Apples	\$0 14 $\frac{1}{2}$	per cwt.	Oats.....	\$0 3 $\frac{3}{5}$	per bushel.
Bread (pilot)	27	per barrel.	Oil (linseed).....	5 $\frac{1}{2}$	per gallon.
Butter.....	54	per cwt.	Oil (sperm).....	6 $\frac{2}{3}$	per gallon.
Beans.....	6 $\frac{1}{10}$	per bushel.	Oil (fish).....	4	per gallon.
Bricks.	46	per M.	Onions	17 $\frac{1}{2}$	per cwt.
Beef.....	40 $\frac{1}{2}$	per barrel.	Peas.....	6 $\frac{1}{10}$	per bushel.
Beef (smoked).....	50	per cwt.	Potatoes.....	15 $\frac{1}{2}$	per cwt.
Crackers	7 $\frac{7}{10}$	per keg.	Pitch	15 $\frac{1}{2}$	per barrel.
Corn.....	6 $\frac{1}{10}$	per bushel.	Paper.....	5 $\frac{3}{4}$	per cent. ad. val.
Candles (tallow)....	89	per cwt.	Pork.....	61 $\frac{1}{2}$	per barrel.
Candles (sperm)....	2 04	per cwt.	Rosin.....	21 $\frac{1}{2}$	per barrel.
Cheese	82 $\frac{9}{10}$	per cwt.	Rice.....	30	per cwt.
Dry goods.....	5 $\frac{3}{4}$	per cent. ad. val.	Rope.....	55 $\frac{1}{5}$	per cwt.
Flour (superfine)...	38 $\frac{1}{2}$	per barrel.	Staves	1 12	per M.
Flour (rye)	22 $\frac{2}{3}$	per barrel.	Sugar (refined)	73	per cwt.
Hoops (wood).	1 35	per M.	Sausage	69	per cwt.
Herrings.....	17 $\frac{1}{2}$	per barrel.	Shad.....	15 $\frac{1}{2}$	per barrel.
Hams.....	88 $\frac{9}{10}$	per cwt.	Shingles (cypress)..	43	per M.
Horses.....	4 14	per head.	Shingles (Boston)..	31 $\frac{1}{2}$	per M.
Lumber (p. p.).....	1 12	per M.	Segars.....	46	per M.
Lumber (w. p.)....	89	per M.	Snuff.....	3 $\frac{4}{10}$	per pound.
Leather (calf skin).	1 00	per dozen.	Soap.....	50 $\frac{1}{2}$	per cwt.
Leather (sole).....	84 $\frac{1}{2}$	per cwt.	Tongues (smoked) .	2 $\frac{3}{10}$	each.
Lard.....	54	per cwt.	Turpentine.....	21 $\frac{1}{4}$	per barrel.
Meal (corn).....	22 $\frac{2}{3}$	per barrel.	Tobacco.	48 $\frac{3}{5}$	per cwt.
Mackerel.....	27	per barrel.	Tar.....	13 $\frac{1}{2}$	per barrel.
Masts and spars....	5 $\frac{3}{4}$	per cent. ad. val.	Vinegar.....	1 $\frac{7}{10}$	per gallon.
Nails.....	38 $\frac{1}{2}$	per cwt.			

There may be articles of import from the United States not included in the above table; but if this is the case, the importation must be very inconsiderable.

6th. There are no internal taxes.

7th. Wages in all branches and occupations are very low, but could scarcely be reduced to a tabular form.

CURAÇOA, W. I.

JAMES H. YOUNG, *Commercial Agent*.

JULY 16, 1854.

I have the honor herewith to transmit a statistical report of the shipments from this port to the United States, for the three years ending 30th December, 1853, in compliance with instructions from the department, under date of 15th March.

ANSWERS.

FIRST SERIES.

1st. In answer to this interrogatory, I would reply that, under the existing state of things, no treaty of commerce should exist between the government of the Netherlands and the United States in their colonies. Holland acknowledges no consuls or commercial agents from the government of the United States, and a commercial agent cannot afford the protection to our commerce which that commerce demands. The rights of vessels protected by the flag of the United States are openly violated in these colonies; a commercial agent cannot follow his instructions, for this government does not respect him.

2d. The commerce of the United States is dependent solely upon the regulations of the mother country, and no measures can be taken here for the protection of the commerce of the United States, or of the rights of American citizens.

3d. There are no restrictions placed upon vessels of the United States in the transshipment of merchandise to any port in their colonies, or to any foreign port.

4th. I cannot give any information upon this subject. Vessels trading to this port are owned by Jews of this island, are protected by the American flag, and are registered in the United States in the name of the firms they transact their business with. The masters of American vessels are not permitted to transact any business with the custom-house, and the government have refused to give me information.

6th. The weights and measures are the same as are in use in the mother country. The currency consists of florins, valued at 40 cents, or in American currency, $37\frac{1}{2}$ cents; Granadian doubloons, valued at 42 florins; five franc pieces, valued at \$1, and a paper currency of the denomination of 5, 10, and 25 guilders, always at par in the island, but of no value in any part of the world except in this colony.

SECOND SERIES.

1st and 2d. I cannot give any correct statement of prices of merchandise in this district, nor of insurance, freights, or commissions.

3d. The modes and terms of sale are barter, cash, and time.

4th. The average rate of exchange is 5 per cent.

5th. There are no duties upon exports; upon imports 1 per cent.

6th. I can give no reply.

7th. The average rate of wages for laborers is 40 cents per day; for mechanics, \$1 per day.

The weights are 10 per cent. less than those of the United States. No price currents have ever been issued here; and, in fact, the ways and manners of doing business here are entirely foreign to those of any other part of the world.

PADANG.

FRANKLIN D. REID, *Commercial Agent.*PADANG, *September, 1855.*

In reply to circular of 15th March, 1854, I would submit the following reply :

This is mostly a shipping port, having but little local trade, and is entirely under control of the government of Java, having the same commercial regulations in every particular. There are few direct importations, the supplies being mostly derived from Java. The rate of duties on American produce and manufacture is 24 and 25 per cent., after adding 30 per cent. to the invoice on all articles except cottons, being double the rate on the same articles coming from Holland. The rate of export duty on produce shipped to foreign countries is also twice the rate paid on shipments to Holland on such articles, irrespective of flag.

ANSWERS.

FIRST SERIES.

1st. They are.

2d. On the mother country, communicated through the government of Java ; existing regulations are fixed, and can only be changed by action of the home government.

3d. The commerce of the United States is on the same footing as that of all other foreign countries, and the only restriction is that of discriminating duties on imports and exports from and to foreign countries.

4th. Ten cents per ton register. The same.

5th. Not to a port in the same possessions, but it is permitted to a foreign port.

6th. Moneys and measures are the same ; but the weight is the picul, equal to 136 pounds English.

SECOND SERIES.

1st. There is no issue of prices current ; but prices are governed by those prevailing at Batavia, and rule about the same.

2d. Insurance is always effected in America. Freights are estimated at one cent per pound. Commissions are $2\frac{1}{2}$ per cent.

3d. Coffee is sold only at public auction at quarterly sales ; all other articles are bought, as offered, for cash.

4th. There are no exchange transactions, and no financial facilities.

5th. Duties on imports from the United States are : on manufactures of cottons, 25 per cent. ; on other articles, 24 per cent., after adding 30 per cent. to the invoice, with the exception of naval stores, on which they are 12 per cent. On exports, they are as follows : coffee, 12 per cent. ; pepper, 6 per cent. ; India rubber, 2 per cent. ; nutmegs and mace, \$8 per 136 lbs. ; cassia, 40 cents per 136 lbs. ; rattans, 6 cents per 136 lbs. All with 5 per cent. of the duties additional as pier duty.

6th. There are none.

7th. Cooley hire, 20 to 40 cents per day ; mechanics, 40 to 60 cents per day ; service in commerce and trade, \$40 to \$300 per month.

This is the most important market in this district, and perhaps the only one. Trade would flourish to a greater extent with America in the absence of all discriminating duties, particularly so with regard to cotton goods, the principal branch of import trade.

DANISH DOMINIONS.

DANISH DOMINIONS.

ST. CROIX.

DAVID ROGERS, *Consul*.

JUNE 14, 1854.

I hand herewith a list of all the American produce imported into this island direct from the United States within the years 1851, 1852, and 1853, as nearly as I can arrive at it, and now proceed to answer the interrogatories.

ANSWERS.

FIRST SERIES.

1st. The commercial treaty between the United States and Denmark is now, and has been, strictly complied with.

2d. The commercial intercourse between this island and the United States depends partly on the mother country, and partly on local legislation fixed for the time.

3d. There are no privileges allowed other countries which are not allowed the United States.

4th. Please refer to the printed documents.

5th and 6th. Goods may be reshipped in American vessels. The money currently passing here is dollars and cents. Danish weight is about 10 per cent. heavier than English.

SECOND SERIES.

The prices for sugar and rum have been from \$3 50 to \$4, and rum 20 cents per gallon, and \$6 for the cask containing it. \$1 to \$1 50 is the rate of insurance to America. Commissions are 2½ per cent. Sales made for cash payment. Exchange on the United States from par to 4 per cent. discount. No prices current here. For rates of wages see printed documents.

I have not been able to get the amounts of invoices, nor the amounts of duties paid on them.

The trade to this island is now less than one-third of what it was before the emancipation. Oftentimes there is not an American vessel in port for months together. The supplies come generally through St. Thomas, which is a free port, and yet under the same government.

Statement showing the quantity of the products of the island exported to the United States during the years specified.

Articles.	1851.	1852.	1853.
Sugar, hogsheads.....	1,953	806	1,057
Sugar, barrels.....	1,159	788	75
Rum, puncheons.....	1,921	910	1,531

Statement showing the quantity of American produce imported direct into the island of St. Croix in the years specified.

Articles.	1851.	1852.	1853.
Puncheons corn meal.....	3,963	3,740	4,060
Barrels corn meal.....	696	830	745
Barrels superfine flour.....	3,594	3,240	3,150
Barrels of bread.....	240	210	190
Barrels of beef.....	60	74	80
Barrels of pork.....	410	560	610
Barrels of herrings.....	320	410	280
Casks salt fish.....	250	278	310
Barrels rye flour.....	124	168	210
Red oak staves.....	231,000	246,000	260,000
White oak staves.....	140,000	120,000	110,000
White pine lumber, feet.....	1,667,000	1,760,000	1,720,000
Pitch pine lumber, feet.....	310,000	185,000	265,000
Shingles.....	2,315,000	1,580,000	1,956,000
Horses, number.....	14	22	20
Mules, number.....	150	165	150
Kegs of nails, number.....	70	55	78
Wood hoops, number.....	210,000	250,000	280,000

ST. THOMAS.

CHARLES J. HELM, *Commercial Agent.*

MAY 2, 1854.

I have the honor to acknowledge the receipt of "Circular to United States Consuls," dated March 15, 1854, and below give answers to such of the questions therein contained as their applicability to the commerce of this island renders practicable.

There has been no change in the commercial regulations, revenue laws, or tariff, affecting this island since the beginning of the year 1851, and, indeed, for many years prior thereto.

ANSWERS.

FIRST SERIES.

1st. The terms of the treaty of commerce between Denmark and the United States are faithfully adhered to in this colony.

2d. The commercial intercourse of the United States with this island is dependent partly on the action of Denmark, and partly on the colonial government. The present commercial regulations are not fixed for a definite period, but may be changed at any time by the recommendation of the colonial council, approved by the ministry and king of Denmark. There is, however, no change contemplated.

3d and 4th. By the existing laws and regulations, all nations, including the mother country, are placed on the same footing in their commercial intercourse with this island, except as to the tonnage duties on vessels entering and clearing at this port, which are: on all European vessels, 45 cents per ton; on all others, including American, 19 cents. The distinction is probably

made to encourage the introduction of provisions, rather than the dry goods, fancy articles, and liquors imported from Europe.

5th. The transshipment in vessels of the United States of goods to ports in Denmark, the Danish colonies, or to a foreign port, is permitted without any privileges or restrictions not granted to or imposed on Danish vessels, or the vessels of any other nations.

6th. The moneys, weights, and measures known and in common use in this island are the same as those established by the supreme law of the mother country, yet the gold and silver coins of the United States and the doubloons of Mexico are, also, in common use; the latter is worth \$16. The notes of the "Bank of St. Thomas" (a private institution not incorporated) and the notes of the Colonial Bank, issued in \$5, \$10, \$50, and \$100, redeemable in gold and silver, according to the standard value of the currency of the United States, form, also, a considerable part of the colonial circulation.

SECOND SERIES.

1st. Price current sheets have never been published at this island; and the only articles manufactured for export are a little sugar, rum, and bay rum, not over \$600 or \$800 in value per annum. These articles, together with the old metal, rope, and sails collected from vessels condemned or repaired, and an occasional lot of hides and palm hats purchased at other points, comprise the entire exportations to the United States. The duty on all imports is $1\frac{1}{4}$ per cent. There is no other tax.

4th. The average rate of exchange during each month of the past year has been $2\frac{1}{2}$ per cent. discount on bills at 60 days' sight. Sight bills are never drawn. The true par of exchange is dollar for dollar, as the business between the United States and this island is always done in the currency of the former.

For rates of insurance, storage, commission, wages, more minute information as to port charges, tonnage duties, &c., &c., I very respectfully refer the department to my answers, dated the 1st March, to queries contained in "Circular Instructions to Consuls and Commercial Agents of the United States," dated 8th October, 1853. (a)

The navigation between the United States and St. Thomas, as shown by Consular Returns, was: entered in 1851, 375 vessels, 71,410 tons; cleared, 366 vessels, 69,847 tons; total, 741 vessels, 141,257 tons. Entered in 1852, 368 vessels, 69,490 tons; cleared, 361 vessels, 68,451 tons; total, 829 vessels, 137,941 tons.

Statement of the values of importations to the port of St. Thomas, from April 1, 1853, to March 31, 1854.

Denmark.....	\$12,349	British possessions in North America.....	\$9,454
The Duchies.....	40,652	British West India Colonies.....	81,884
Altona and Hamburg.....	651,507	Danish Colonies.....	48,884
Bremen.....	7,833	Spanish Colonies.....	106,477
Great Britain.....	2,321,114	French Colonies.....	12,250
Holland.....	30,232	Dutch Colonies.....	32,089
France.....	421,720	Swedish Colony.....	2,310
Spain.....	44,865	Haiti.....	34,131
Italy.....	50,406		
South American States.....	75,891		4,654,781
United States of America.....	670,733		

SWEDEN AND NORWAY.

SWEDEN AND NORWAY.

STOCKHOLM.

FRANCIS SCHROEDER, *Minister Resident.*

MARCH 16, 1853.

I beg leave herewith to offer to the department a tabular statement of Swedish manufactures, which I have compiled from the latest official records.

The value of manufactures of all kinds at registered factories was : In 1839, \$5,439,123 ; in 1846, \$7,084,947 ; in 1848, \$8,368,348 ; in 1849, \$9,239,899 ; in 1850, \$9,891,072 ; in 1851, \$9,913,866, showing an increase since 1839 of \$4,474,743 ; since 1846, of \$2,828,919 ; and since 1849, of \$673,967.

The items in the accompanying table most interesting to the United States being cotton and tobacco, I have collected the following details of Swedish manufactures of those two of our staples.

The importation of raw cotton into Sweden in 1851, amounted to 7,989,428 lbs., being larger than the importation of the previous year by 3,338,588 lbs. It was, moreover, the largest quantity ever imported in a single year, except in 1848, when the amount was 8,074,020 lbs. In 1831, the amount imported was 794,434 lbs., and in 1841, 1,832,431 lbs.

The amount of cotton twist produced in Sweden in 1851, was 6,005,081 lbs., (chiefly No. 26,) and was valued at \$1,311,777. In 1850, the quantity was 5,734,332 lbs., and the value, \$1,279,960.

The amount of cotton cloth manufactured in 1851, was 1,730,000 English yards ; and the number of people employed in registered cotton factories was over 3,000.

In 1850, the value of exported cotton manufactures was \$46,000. In 1851, it decreased to \$7,500.

In 1850, imported cotton cloth, 170,000 lbs. ; imported cotton twist, 893,000 lbs. ; total, 1,063,000 lbs. In 1851, imported cotton cloth, 195,500 lbs. ; imported cotton twist, 1,068,000 lbs. ; total, 1,263,500 lbs.

Tobacco was imported, in 1851, into Sweden to the amount of 4,141,599 lbs., of which only 42,642 lbs. were manufactured. Of the whole amount 2,567,982 lbs. came direct from the United States ; the remainder chiefly from German ports.

In 1850, the importation was 3,370,399 lbs. ; 41,795 lbs. manufactured. At 79 tobacco manufactures in the kingdom there were employed, in 1851, 1,277 workmen, and the sales were valued at \$647,120 ; consisting of 200,175 lbs. of cigars, 2,750,723 lbs. of snuff, and 1,632,555 lbs. of other prepared tobacco ; in all 4,583,453 lbs.

Tobacco, in small quantity, and of very bad quality, is grown in the neighborhood of Stockholm, but I believe in no other part of the kingdom.

It should be remembered that the accompanying table and the foregoing notices of Swedish woven goods refer only to the registered factories, and do not exhibit half of the actual manufactures of the kingdom. None of the homespun cloths are included, for which, of every

description, the Swedish peasantry are remarkable, and of which, unfortunately, it is impossible to obtain exact accounts of the value or quantity.

The province or county most distinguished for these productions is that of Elfsborg, of which Gottenburg is the market. The home-made manufactures of this province, over and above the amount consumed by its own inhabitants, were in 1850 and 1851 (inclusive of stockings, quilts, and ribands,) as follows :

1851—Cotton stuffs.....	4,752,600 English yards.
“ Linen stuffs.....	270,800 “
“ Woolen stuffs.....	340,161 “
“ Cotton handkerchiefs.....	1,085,281 pieces.
1850—Cotton stuffs.....	4,842,000 English yards.
“ Linen stuffs.....	275,200 “
“ Woolen stuffs.....	392,170 “
“ Cotton handkerchiefs.....	1,448,928 pieces.

These quantities have slightly diminished of late years, and the registered factories are accordingly encouraged.

The homespun manufactures of Gefleborg, which were sold in 1849, amounted to 1,423,333 yards ; those of Westmoreland, to 305,333 yards ; and those of Holland, to 162,700 yards.

The productions of other provinces are not given reliably ; but enough is known to prove that the amount of such fabrics is considerably greater than that of the registered manufactures ; and their productions, especially of linen cloth, surpass in durability, and rival in fineness, the best productions of the factories.

Review of registered Swedish manufactures in 1850 and 1851, their values, number of work people, and establishments.

Species of manufactures.	1850.			1851.		
	No. of factories.	Owners and workmen.	Value of manufactures.	No. of factories.	Owners and workmen.	Value of manufactures.
Cotton and linen, (woven).....	29	988	\$239,081	31	1,023	\$266,226
Woolen cloth.....	160	4,932	2,767,143	156	4,377	2,257,771
Cotton twist.....	12	2,131	1,279,960	14	2,175	1,311,797
Linen twist.....	1	90	19,706	1	118	44,374
Silk cloth.....	18	845	387,241	17	805	363,867
Riband.....	10	101	20,203	11	101	19,309
Sail-cloth.....	15	1,256	161,642	12	1,148	149,720
Stockings.....	22	373	34,723	18	372	54,396
Printed calico.....	17	121	35,688	20	138	35,377
Total of woven goods.....	284	10,837	4,945,387	280	10,257	4,502,837
Sugar and molasses.....	19	613	1,849,840	21	679	1,881,532
Tobacco.....	86	1,215	568,128	79	1,277	647,119
Paper.....	92	1,171	305,546	91	1,299	368,828
Leather.....	548	1,717	427,880	519	1,686	526,660
Dye houses.....	426	1,612	262,981	444	1,639	261,054
Glass.....	16	795	269,983	17	909	289,804

REVIEW—Continued.

Species of manufactures.	1850.			1851.		
	No. of factories.	Owners and workmen.	Value of manufactures.	No. of factories.	Owners and workmen.	Value of manufactures.
China.....	2	618	\$122,000	2	650	\$161,777
Earthenware.....	44	305	46,591	49	332	47,045
Oil.....	60	230	202,733	65	208	253,640
Porter.....	1	126	51,180	1	71	78,050
Wax candles.....	2	8	6,736	2	6	4,062
Stearine candles.....	3	46	8,820	2	57	25,345
Soap.....	13	49	54,727	12	45	57,792
Rope.....	24	170	39,321	23	175	33,139
Clocks.....	135	292	13,857	137	313	13,991
Playing cards.....	11	81	13,288	11	86	14,371
Wall paper.....	10	113	21,451	14	128	27,209
Colors and acids.....	21	72	17,322	20	63	19,440
Coaches.....	16	106	25,908	19	127	32,044
Lucifer matches.....	6	287	24,649	7	311	27,537
Engines.....	42	1,618	357,800	46	1,714	361,127
Various small manufactures.....	673	2,155	254,944	699	2,073	279,466
Aggregate total, including the woven goods.....	2,534	24,236	9,891,072	2,560	24,105	9,913,869

DECEMBER 23, 1854.

I beg leave to inform you that the new Swedish tariff, which is to be in force on and after the first of next month, was published only four days ago. * * * I have compiled from the the old and new tariffs a table to show the duties payable upon such commodities as may compose the general trade between the United States and Sweden. From this table you will discover some slight ameliorations in favor of two or three American exports; but none of much importance. All articles, the importation of which is continued to be forbidden by the new tariff, (twenty-two in number,) are to be admitted with a duty equal generally to 25 per cent. ad valorem, on and after January 1, 1856, except gunpowder, pig-iron, and certain kinds of brandy. These are prohibited until further notice.

Upon the subject of tobacco duties I regret to have little hope of their diminution; although it is in the power of the king to lower them at any time, provided the whole customs revenue be not thereby diminished below a sum specified by the Diet, viz: \$2,080,000. The tariff, it is generally believed, will produce nearly one-third more than this sum, and thus the king's power to lower duties will be very considerable. This prerogative is exercised more or less every year.

The navigation reciprocity afforded to these countries by our treaty would seem to give us abundant claims for an unconditional amelioration of their tariffs.

Table to show the duties levied by the Swedish tariffs of 1852 and 1855 upon such of the principal exports and imports of the United States as may compose the general trade between the United States and Sweden.

N. B. The values in the United States of the moneys, weights, and measures, quoted in the following table, are as follows :

The Riksdaler is equivalent to $39\frac{3}{4}$ cents : is divided into 48 skillings ; each skilling into 12 rundstycks.

The Swedish pound, (victualie,) is nearly 15 ounces, (100 Swedish pounds equal to $93\frac{7}{10}$ lbs. avoirdupois.)

The lispund contains 20 pounds.

The skeppund contains 20 lispunds.

The Stapelstad weight is equal to $\frac{1}{3}$ of the victualie.

The Tunna contains 4.157 English bushels.

The lod, (gold weight,) 16 = 1 mark = about $\frac{1}{2}$ oz. troy.

Twelve Swedish inches equal 11.684 English inches.

Denomination of merchandise and Swedish imports.	Number, weight, or measure.	Tariff—1852.	Tariff—1855.
		<i>Rdr. sk. rst.</i>	<i>Rdr. sk. rst.</i>
Apples, fresh	Tunna	0 36 00	0 36 00
dried	Lispund	32 00	32 00
Arms—double-barrelled guns	Ad valorem	33.3 per cent	4 rdr. per piece.
single	do	do	2
pistols	do	do	1 rdr. per pair ..
cannon, &c., of iron	Skep. stap. w	8 00 00	6 00 00
Bread, wheat	Pound	2 00	0 2 00
other	do	1 00	0 1 00
Cheese	Lispund	1 12 00	1 00 00
Cotton, raw .....	.....	Free	Free
cloth, white, of quality less fine than 76 threads to an inch in the warp, and of width less than 6 quarters .....	.....	Forbidden	Forbidden
printed, of quality of and under 80 threads to an inch in the warp .....	.....	do	do
other cloth, white	Pound	1 00 00	0 24 0
other cloth, printed	do	1 04 00	0 32 0
yarn, undyed	do	0 04 00	0 03 0
yarn—Turkey red	do	0 08 00	0 08 0
yarn, other, dyed	do	0 12 00	0 12 0
Cod fish, dried	Lispund	0 16 00	0 08 0
salted	Tunna	2 12 00	1 06 0
Logwood .....	.....	1 per cent. ad val.	Free
Maize	do	1 00 00	0 12 00
Meat, salted	do	4 00 00	} per lispund
smoked or dried	Lispund	0 32 00	
Oil—whale oil and blubber	do	0 06 00	0 06 0
spermaceti	Pound .....	.....	0 00 6
Spermaceti candles	do	0 20 00	0 10 0
Rosin	Lispund	0 16 00	0 08 0
Rice—(paddy)	Tunna	1 24 00	1 12 0
(shelled)	Pound	0 01 6	0 01 6
Tobacco—(blades)	do	0 07 0	0 07 0

TABLE—Continued.

Denomination of merchandise and Swedish imports.	Number, weight, or measure.	Tariff—1852.	Tariff—1855.
		<i>Rdr. sk. rst.</i>	<i>Rdr. sk. rst.</i>
Tobacco—stalk.....	Pound.....	0 04 0	0 04 0
cigars.....	do.....	1 06 0	1 06 0
cut.....	do.....	14 0	14 0
snuff.....	do.....	16 0	16 0
spun, twisted.....	do.....	10 0	10 0
Whalebone.....	do.....	12 0	12 0
Wheat.....	Tunna.....	1 24 0	1 24 0
flour; 10 per cent. in addition to the duty on grain, in both tariffs.....			
SWEDISH EXPORTS.			
Iron, cast—pig, ballast.....		Forbidden.....	Forbidden.....
plates over 1½ inch thick, weighing over one skeppund.....		do.....	do.....
plates 1½ inch thick and under, weighing one skeppund and under.....	Skep. stap, w.....	2 00 00	1 00 00
condemned cannon, &c.....	do.....	2 00 00	0 24 00
Iron, hammered or rolled—bars, flat, ⅜ inch thick and over, under 12 inches wide; over ⅝ inch square.....	do.....	0 04 00	0 04 00
smelt pieces, (blooms,) hammered.....	do.....	0 06 00	0 06 00
all other.....	do.....	0 12 00	0 12 00
old.....	do.....	2 00 00	0 24 00

FEBRUARY 15, 1855.

An official report of Swedish manufactures for 1852 and 1853 having been published within a few days by the College of Commerce, I beg leave to offer to you a tabular statement of them which I have compiled, and which will be found appended hereto.

The value of manufactures of all kinds at registered factories was: in 1839, \$5,439,123; in 1846, \$7,084,947; in 1848, \$8,368,348; in 1850, \$9,891,072; in 1852, \$9,859,524; and in 1853, \$10,151,724.

It would seem unnecessary to enter into any other detail of Swedish industry than will be found in the accompanying table, except in relation to such as affect American exports. Accordingly, I confine myself to the following notices of manufactures of cotton and tobacco; and as in my despatch No. 84 I have already had the honor to record these for 1850 and 1851, the present report need not extend beyond the last named year.

The importation of raw cotton into Sweden in 1853 was 9,883,572 lbs., exceeding the importation of the previous year by 1,247,041 lbs., and exceeding that of 1850 by more than 5,200,000 lbs. It was, moreover, the largest importation of any previous year. In 1843 the amount imported was 2,600,000 lbs., and in 1831 it was 794,434 lbs.

The amount of cotton twist produced in Sweden in 1853 was 7,715,961 lbs., in quality chiefly of numbers under 26, and valued at \$1,655,336 40. In 1852 the quantity was 6,653,790 lbs., and the value equivalent to \$1,467,950.

The precise amount of cotton cloth manufactured does not appear to have been ascertained,

as the report gives the amount indiscriminately with linen woven goods. Their joint value in 1853 was equivalent to \$348,886, exceeding the value of that produced in 1851 by \$82,000.

The importation of unmanufactured tobacco in 1853 amounted to 4,831,638 lbs., exceeding the importation of the previous year by 413,722 lbs. The importation of manufactured tobacco in 1853 was 66,585 lbs., making the total of that year's importation 4,898,223 lbs. Considerably more than half of this quantity comes directly from the United States. In 1853 the amount directly from the United States was 3,107,193 lbs. The remainder came chiefly from German ports.

Homespun manufactures, for which in every branch the country people of Sweden are remarkable, do not enter at all into the accompanying table, which refers only to the registered factories. It does not, therefore, exhibit the actual manufactures, and unfortunately exact accounts of the homespun fabrics are unattainable. The province most distinguished for these productions is that of Elfsborg, adjoining the province of Gottenburg. The home-made goods of Elfsborg, over and above the amount consumed by its own inhabitants, (the population being 246,000,) were in 1853 as follows: cotton fabrics, 5,678,820 English yards; cotton handkerchiefs, 1,325,388 pieces; linen fabrics, 267,966 English yards; woolen fabrics, 278,220 English yards. These productions surpass in durability, and often rival in fineness of texture, the best manufactures of the registered establishments, and they are considerably greater in quantity. It was lately supposed that the homespun manufactures were diminishing in consequence of the increase of cheap goods from the registered factories, but I find in a Swedish newspaper of the 13th instant a statement to the effect that in the month of January of this year the homespun produce officially stamped by the tax collectors at the town of Boras, in Elfsborg, the province above cited, was not less than 1,072,430 Swedish ells, (714,987 yards,) exceeding the same month in 1854 by 200,000 yards.

Other provinces are almost equally distinguished for the industry of the peasants, the long winter evenings admitting almost no other remunerative occupation; and I have seen not only cotton but linen cloth from these domestic weavers of exceedingly beautiful texture.

Review of Swedish registered manufactories in 1852 and 1853 ; their value, number of operatives, and number of establishments.

Species of manufactures.	1852.			1853.		
	No. of factories.	No. of owners and workmen.	Value of manufactures in Swedish rix dollars ; (equal to about 40 cents.)	No. of factories.	No. of owners and workmen.	Value of manufactures in Swedish rix dollars, (40 cents.)
Cotton and linen woven goods	29	1,371	703,425	29	1,168	872,215
Cotton twist	17	2,301	3,669,895	16	2,461	4,025,723
Linen twist				1		111,818
Woolen cloth	130	3,509	5,057,643	109	3,037	4,410,025
Silk fabrics	15	788	943,174	15	654	881,795
Riband and tape	9	78	46,346	10	92	42,818
Sail cloth	11	1,105	325,262	11	1,040	285,121
Stockings	19	560	195,849	16	402	166,641
Calico printing	23	150	88,688	20	173	107,953
Sugar	19	667	4,765,454	17	615	4,802,871
Tobacco	82	1,338	1,723,686	82	1,409	1,869,278
Paper	91	1,390	957,051	90	1,400	1,097,400
Leather	528	1,635	1,377,165	553	1,781	1,446,082
Dye houses	455	1,628	641,615	461	1,719	702,363
Glass	17	933	662,161	17	1,105	708,948
China	2	617	339,627	2	798	338,018
Earthenware	57	356	133,333	57	372	140,652
Oil	61	194	640,102	59	193	651,771
Porter	1	81	168,683	1	146	221,082
Wax candles	1	2	200	1	2	100
Stearine candles	2	61	67,813	4	71	114,667
Soap	12	45	151,135	12	41	164,405
Rope	27	201	110,291	26	211	126,219
Clocks	120	246	29,278	128	288	32,840
Playing cards	10	73	33,064	9	76	35,856
Wall paper	18	133	41,405	15	103	49,210
Colors and acids	21	73	57,476	19	64	59,894
Coaches	13	130	85,169	13	137	84,882
Lucifer matches	7	314	81,513	8	359	96,150
Engines	24	834	860,370	31	941	1,052,245
Various small manufactures	633	2,202	691,899	624	2,037	679,469
Total	2,454	23,015	24,648,775	2,456	22,895	25,378,511

FEBRUARY 5, 1857.

I beg leave to offer a tabular statement of Swedish manufactures during the years 1854 and 1855, which I have compiled from a work published within a few days by the Chamber of Commerce.

The value of manufactures of all kinds at registered factories was: in 1839, \$5,439,123; in 1846, \$7,084,947; in 1850, \$9,891,072; in 1853, \$10,151,724; in 1854, \$11,841,613; and in 1855, \$14,437,645. It will be seen, therefore, that the increase in ten years has been nearly \$7,000,000, (100 per cent.,) and in twelve months two and a half millions.

The importation of raw cotton into Sweden in 1855 reached to 14,733,529 lbs.; in 1853 the amount was 9,883,572 lbs.; in 1843, 2,600,000 lbs.; in 1831, 794,434 lbs.; showing an increase in twelve years of more than 12,000,000 lbs.

The amount of cotton twist produced in 1855, chiefly of a quality under "Number 26," was 10,598,093 lbs., valued at \$2,168,625, exceeding the amount of the preceding year by 2,393,823 lbs. The amount of cotton cloth produced does not appear to have been ascertained, as the official report gives the amount indiscriminately with linen. Their joint value in 1855 was equivalent to \$652,489, nearly twice greater than in 1853. In 1845 their value was \$188,787.

The importation of unmanufactured tobacco into Sweden in 1855 amounted to 4,532,616 lbs., being 573,626 lbs. more than in 1854. In 1853 the amount was 4,831,722 lbs.

The importation of manufactured tobacco in 1855 was 55,205 lbs., somewhat more than 10,000 lbs. less than in 1853.

Considerably more than half the tobacco consumed in Sweden is imported directly from the United States. The amount directly from the United States in 1853 was over 3,100,000 pounds.

The accompanying table is necessarily confined to the returns of registered factories, and, unfortunately, exact accounts of homespun fabrics, for which this country is remarkable, cannot be had. The province most distinguished for these productions is that of Elfsborg, adjoining the province of Gothenburg. In Elfsborg, it appears that in 1855 the home-made goods, over and above the quantity consumed by its own inhabitants, (about 250,000 souls,) amounted to 9,047,506 English yards of cotton cloth, together with 1,568,556 cotton handkerchiefs. Also, linen fabrics, 259,329 English yards; woollen fabrics, 392,425 English yards; showing an increase in cotton weaving since 1853 of more than 3,300,000 English yards.

In the province of Gefleborg there were woven by the peasants, in their homes, no less than 2,077,000 ells (or 1,384,666 English yards) of heavy linen. Other districts also are almost equally distinguished for cotton and linen homespun fabrics of excellent quality.

Review of Swedish registered manufactures in 1854 and 1855, their values, number of operatives, and number of establishments.

Species of manufacture.	1854.			1855.		
	No. of factories.	No. of owners and workmen.	Value of manufactures in Swedish rix-dollars. (a.)	No. of factories.	No. of owners and workmen.	Value of manufactures in Swedish rix-dollars. (a.)
1. Cotton and linen, woven ----	27	1,382	1,236,430	30	1,665	1,631,223
2. Cotton twist -----	14	2,587	4,188,664	16	3,097	5,421,562
3. Woolen cloth -----	109	3,469	4,986,454	106	3,684	6,375,332
4. Silk cloth -----	13	730	911,770	12	779	1,082,468
5. Riband and tape -----	10	96	48,533	11	101	49,540
6. Sail cloth -----	10	1,241	353,675	7	1,176	377,741
7. Stockings -----	15	467	174,098	18	609	247,352
8. Calico printing -----	22	218	205,333	21	177	173,478
9. Sugar -----	17	757	5,788,852	17	907	7,369,340
10. Tobacco -----	87	1,629	2,194,999	90	1,839	2,484,291
11. Paper -----	87	1,479	1,057,393	90	1,350	1,198,947
12. Leather -----	535	1,800	1,872,558	550	1,879	2,114,061
13. Dye-houses -----	444	1,773	804,207	449	1,741	876,681
14. Glass -----	17	1,066	755,390	17	1,138	769,911
15. China -----	2	821	375,910	2	728	414,496
16. Earthenware -----	57	401	148,901	58	440	163,567
17. Oil -----	60	202	929,219	52	220	1,047,305
18. Porter -----	2	152	293,885	2	197	290,900
19. Wax candles -----	1	2	100	1	2	221
20. Stearine -----	3	62	174,000	3	58	178,500
21. Soap -----	10	30	182,299	9	31	214,417
22. Rope -----	25	192	192,469	22	195	210,461
23. Clocks -----	132	194	41,982	133	288	45,681
24. Playing cards -----	8	97	41,497	7	82	35,573
25. Wall paper -----	11	106	51,177	9	119	65,639
26. Colors and acids -----	16	56	64,703	16	56	144,892
27. Coaches -----	16	151	89,524	19	195	139,190
28. Lucifer matches -----	6	401	105,616	7	509	125,296
29. Engines -----	29	2,038	1,391,759	29	2,057	1,547,712
30. Various small manufactures.	629	2,233	943,616	636	2,586	1,298,337
Total -----	2,414	25,832	29,605,043	2,439	27,905	36,094,114

(a.) Equivalent, within a fraction, to 40 cents American currency.

GOTHENBURG.

ALEXANDER BARCLAY, *Consul*.

DECEMBER 4, 1854.

I have the honor to enclose answers to queries made in circular of the 15th March last, with sundry printed documents, which it has been rather difficult for me to procure. I hope the same may be satisfactory.

The Swedish tariff of duties, dated 4th of December, 1848, was in force to the end of the year 1851, when it was succeeded by a new tariff, dated 21st November, 1851, which is still in force, with the exception of some modifications which have since been made, viz: of the 11th June, 1853, reducing the import duties on foreign sailing vessels bought by Swedish subjects, and on flax, cordage, and sail-cloth; of 13th December, 1853, reducing the import duty on salt and firewood; of 3d March, 1854, further reducing the import duty on foreign sailing vessels built of wood, and their inventories. Besides these modifications, by an order dated 4th April, 1854, all sorts of grain and flour were admitted free of duty from that day up to the end of July, 1854. I annex printed copies of said tariffs, and of the three above mentioned Royal Orders; also a book called "Tull Boken," published by a Mr. Bodman, of the custom-house at Stockholm, containing the last tariff, and a number of regulations for the use of merchants, ship-owners, and others.

By the 24th paragraph in the Remarks to the Tariff, of 21st November, 1851, it was stipulated that the reduction of duty which had long existed for the encouragement of Swedish navigation to transatlantic parts, which reduction was 15 per cent. on the duty on goods imported from the United States, should cease at the end of 1852, and, instead thereof, lower duties were fixed in the tariff on coffee, brandy, rum, arrack, hides, and raw sugars, to be charged from the commencement of 1853. The duty was not reduced on tobacco, stems, and rice, which articles, therefore, now bear a higher duty than before that period, when they could be imported from the United States direct at a reduction of 15 per cent. in the duty. The consequence has been that importation from transatlantic ports has fallen off, but increased from the great European markets, London, Hamburg, Bremen, &c. I will now proceed to answer the specific questions.

ANSWERS.

FIRST SERIES.

1st. The terms of the treaty of commerce between the United States and Sweden are faithfully adhered to.

2d. The diet now sitting at Stockholm has resolved on a new tariff of duties, which has been left for the king's approval, and is likely to come in force early next year.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States, with one exception. By a royal order of 15th August, 1854, British vessels are allowed to carry goods from one Swedish port to another, as long as Swedish vessels have the same advantage in British ports. I enclose a printed copy of said order. Goods imported in vessels belonging to countries that have no reciprocity treaty with Sweden have to pay 40 per cent. higher duties, and the vessels pay treble the tonnage duty of Swedes or privileged flags. Sweden has such treaties with most nations, but not with France. The royal board of trade at Stockholm publishes every year, early, a statement specifying the privileges which the different

flags are entitled to in Sweden, according to treaties. I also enclose a printed copy of said document, dated 26th January, 1854.

4th. The amount and character of the port charges and other dues levied on vessels of the United States are the same as those levied on Swedish vessels. A specified port charge account for an American vessel of 300 tons was annexed to my answers to queries No. 3, in circular dated October 8, 1853, and transmitted in my despatch to the Department of State, No. 27, on the 31st May last. (a)

5th. The transshipment in vessels of the United States of goods from one Swedish port to another, or what is generally called "*coasting trade*," is not allowed, but to a foreign port it is permitted, the same as in Swedish bottoms.

6th. The moneys, weights, and measures in common use at the ports of my consular district are the same as established by the law of Sweden generally.

I annex statements, in tabular form, of the prices at Gothenburg on such commodities as have been exported to the United States from 1st July, 1853, to 1st July, 1854, together with the rates of exchange, rates of freight, &c. ; also of the export duties and town dues at Gothenburg, in 1854, on said exports ; also of the import duties and town dues at this port, in 1854, on such American produce as is generally imported into Sweden ; all reduced into United States currency as near as it can be done.

I send regular files of a price current, published in a Gothenburg commercial newspaper for the time ordered. I think it would be beneficial to the commerce and navigation of the United States if the United States were to propose to Sweden a reciprocal coasting trade, the same as Great Britain has done to Sweden, which Sweden has agreed to. She would no doubt do the same as to the United States.

The par of exchange is, according to the act of Congress of 1846, for the Swedish specie dollar, \$1 06 ; consequently, the Swedish banco dollar is worth $39\frac{3}{4}$ cents.

The rates of insurance from Gothenburg to New York or Boston, in the summer season, may be calculated at $1\frac{1}{2}$ to 2 per cent.

The commission on shipments is 2 per cent.

The mode and terms of purchasing iron and steel here for shipment is cash, and the cost is generally drawn for on Liverpool, London, or Hamburg, at three months date.

The various internal taxes on iron and steel are very difficult to ascertain, as they are levied differently in different parts of the country, but on an average they may be calculated at \$2 per ton.

The rates of wages for unskilled labor are, in summer, here and in the seaport towns, 40 to 53 cents per day ; in winter they are sometimes less. Foremen or overseers, 80 cents to \$1 20 per day. In the country a laborer gets only 13 to 20 cents per day.

(a) "Consular Returns--Navigation."

Prices at Gothenburg of such commodities as have been exported to the United States, from July 1, 1853, to July 1, 1854, together with the average rates of exchange, rates of freight, and other particulars.

Years and months.	Cost of common iron.	Cost of steel iron.	Cost of steel in bars.	Calculated rate of exchange.	Rate of freight to the United States.
1853.	<i>Per ton.</i>	<i>Per ton.</i>	<i>Per ton.</i>	<i>Per rix-dollar banco.</i>	
July	\$47 00	\$51 00 to \$52 50	\$75	41 cents.	\$6 50 per ton with 5 per cent. primage for iron for New York or Boston.
August	47 00 to \$48 00	52 50 to 55 50	72 to \$75	41½ "	6 50....do....do....do.
September.	47 00	52 50 to 55 50	72 to 75	41½ "	8 00....do....for Charleston, S. C.
October	47 00 to 48 00	49 50 to 52 50	90	41½ "	Nothing done.
November	47 00 to 48 00	51 00 to 52 50	90	42 "	Do.
December	47 00 to 48 00	51 00 to 55 50	90	42 "	Do.
1854.					
January.	48 00	51 00 to 55 50	90	42 "	Do.
February.	49 00 to 50 00	51 00 to 55 50	90	42 "	\$7 00 per ton with 5 per cent. primage for iron for Boston.
March.	49 50 to 51 00	54 00 to 58 50	84	42 "	8 00....do.....for New York.
April.	49 50 to 51 00	55 50 to 60 00	84	42 "	8 00....do.....for Boston.
May	49 50 to 51 00	60 00	84	42 "	8 00....do.....do.
June.	49 50 to 51 00	54 00 to 60 00	84	42 "	8 00....do..New York and Boston.

Export duties and town dues at Gothenburg, in 1854, on such Swedish produce as is generally exported to the United States, reduced into American currency, are as follows :

Iron, flat, in bars, $\frac{3}{8}$ inch thick and more, and under 12 inches broad, 50 cents per ton ; iron, square, above $\frac{5}{8}$ inch thick, and under 12 inches broad, 50 cents per ton ; iron, broader, or finer dimensions, duty free ; steel, all kinds, duty free.

Import duties and town dues at Gothenburg, in 1854, on such American produce as is generally imported into Sweden, reduced into American currency, are as follows :

Ashes, pot, unrefined, $1\frac{1}{4}$ cents per 20 lbs. ; candles, sperm, $19\frac{1}{8}$ cents per lb. ; cotton, duty free ; flour, wheat, 80 cents per barrel of 180 lbs. net ; flour, rye, 54 cents per barrel of 240 lbs. net ; hops, 70 cents per 20 lbs. Naval stores : turpentine, $1\frac{1}{2}$ cent per lb. ; spirits of turpentine, $1\frac{3}{4}$ cent per lb. ; rosin, $15\frac{1}{2}$ cents per 20 lbs. Oil, whale, 7 cents per 20 lbs. Provisions : pork, $35\frac{1}{4}$ cents per 20 lbs. ; beef, \$1 92½ cents per barrel ; cheese, $59\frac{1}{6}$ cents per 20 lbs. Rice, $1\frac{1}{2}$ cent per lb. ; rice, paddy, 65 cents per barrel measure. Soap, not perfumed, $2\frac{1}{2}$ cents per lb. Tobacco, leaf, $6\frac{2}{3}$ cents per lb. ; manufactured, or negro-head, $16\frac{2}{3}$ cents per lb. ; stems, $3\frac{6}{7}$ cents per lb. Whalebone, unwrought, cut or slit, duty free.

ZOLLVEREIN.

ZOLLVEREIN.

PRUSSIA.

AIX-LA-CHAPELLE.

ABEL FRENCH, *Consul*.

OCTOBER 16, 1855.

I have the honor to send herewith the result of my efforts to obtain a satisfactory reply to the queries contained in the circular of the 15th of March, 1854.

A mere glance at the list of articles exported from this consular district is sufficient to convince any one of the impossibility of giving, on paper, any definite idea of the prices of most of the articles. I have selected a number of them, but as so much depends upon the quality, no one can know the article referred to, except those persons who have made each their particular study. So much, too, depends upon size, quality of material, and finish, and these are controlled each year, as regards price, by the fashion, pattern, figure, and color. But if the information could be conveyed, it cannot be obtained in a satisfactory and reliable manner; manufacturers and other business men exhibit a very decided unwillingness to give information in relation to their business affairs. Where I have not met with an honest refusal to give the information, I am put off until a more convenient season, which is not likely to arrive. Competition is so great here in all branches of business, that a natural jealousy exists lest the information, if given, may, in some unforeseen way, be used to their injury. I give what information I have been able to collect, and which I think reliable, although perfectly conscious how far it falls short of the amount sought.

ANSWERS.

SECOND SERIES.

List of articles exported.—Woolen broadcloths of various qualities and prices, cassimeres, doeskins, shawls, gloves.

Silks and satins, plain and figured, of various qualities, for dresses, shawls, cravats, vestings, and all millinery purposes; and the same combined with cotton, worsted, and linen. All kinds of fancy braids, cords, ribbons, trimmings, bindings, and buttons, of silk, linen, cotton, worsted, and these combined; Turkey red cotton tapes, &c.

Wires of various qualities and prices; hardware and cuttlery; knives, scissors, shears, sword-blades, guns; iron and brass wares, and ornaments for curtains; sewing and knitting needles, pins, fish-hooks, thimbles, percussion caps, bronze ornaments, zinc, tin, lead, ultramarine, cigars, drugs, medicines, and all kinds of fancy articles that can be imagined.

1st, 2d, and 3d. — Wholesale and retail prices of articles exported to the United States during the year commencing July 1, 1853, with the rates of insurance, freight, and commission charged upon the same when exported, and the modes and terms of sale.

No. 1.

Names of commodities	Wholesale price.	Retail price.	Rate of insurance when exported.	Rate of freight.	Modes of sale.	Terms of sale.
Woolen cloths.						
Zephyr.....	90 cents per ell.	The profit by retail is from 12½ a 25 cents per Brabant ell, equal to 27½ inches.	This depends upon the season and the vessel, usually from 1 to 2 per cent. (See enclosure No. 1.)	Inland, Cologne to Havre, 12 fis. per 100 kils. Aix to Havre, 10 fis. per 100 kils. (See enclosure No. 2.)	Manufacturers to purchasers <i>direct</i> . Manufacturers to purchasers through commission merchants. Manufacturers to purchasers through their partners doing business in the United States.	3, 6, and 9 months for acceptances on Havre, London, Liverpool, Antwerp, and Bremen. 5, 10, and 15 per cent off for cash, as agreed upon.
Royals.....	\$1 05 a \$1 12½ per ell.					
Twilled.....	\$1 05 a \$1 25 per ell.					
Satins and cassimeres.						
8-4 wide.....	\$1 20 a \$1 87½	The profit by retail is from 12½ a 25 cents per Brabant ell, equal to 27½ inches.	This depends upon the season and the vessel, usually from 1 to 2 per cent. (See enclosure No. 1.)	Inland, Cologne to Havre, 12 fis. per 100 kils. Aix to Havre, 10 fis. per 100 kils. (See enclosure No. 2.)	Manufacturers to purchasers <i>direct</i> . Manufacturers to purchasers through commission merchants. Manufacturers to purchasers through their partners doing business in the United States.	3, 6, and 9 months for acceptances on Havre, London, Liverpool, Antwerp, and Bremen. 5, 10, and 15 per cent off for cash, as agreed upon.
4-4 wide.....	\$0 75 a \$1 00					
Lead, (a).....	£22 2s. per ton. (\$110 50.)					
Zinc, (a).....	£22 10s. per ton. (\$112 50.)	The profit by retail is from 12½ a 25 cents per Brabant ell, equal to 27½ inches.	This depends upon the season and the vessel, usually from 1 to 2 per cent. (See enclosure No. 1.)	Inland, Cologne to Havre, 12 fis. per 100 kils. Aix to Havre, 10 fis. per 100 kils. (See enclosure No. 2.)	Manufacturers to purchasers <i>direct</i> . Manufacturers to purchasers through commission merchants. Manufacturers to purchasers through their partners doing business in the United States.	3, 6, and 9 months for acceptances on Havre, London, Liverpool, Antwerp, and Bremen. 5, 10, and 15 per cent off for cash, as agreed upon.
Wines, per anne, (36 gallons).....	\$18 to \$187.					
Wines, per dozen.....	\$2 25 to \$29					
Cologne water, per dozen.....	\$1 00 a \$2 25.	\$1 75 a \$3 50	1½ to 2¾. } \$3½ to \$5 per 40 cub. ft.		On board in Europe. Do.	3 months. 3 months.

(a.) The prices of lead and zinc delivered on board of vessels at Antwerp are given. The commission charged on these articles is 1½ a 2 per cent. Commission is charged on no other article named in the statement.

No. 2.

Commodities.	Widths, &c.	Prices.	Terms.
Satins, plain.....	20 inches.....	60 cents to \$3 00	Per anne of 115 centimetres, equal to about 3 feet 10½ inches. 10 per cent. on 3 months' acceptance; 2½ commission.
Silks, faucy.....	do.....	50 cents to \$1 60	
Lustring.....	do.....	45 cents to \$1 40	
Vestings.....	do.....	80 cents to \$3 00	
Shawl taffetas.....	60 square inches.....	\$2 40 to \$10 00 per piece.	
Velvets, plain.....	20 inches.....	\$1 20 to \$5 00 per anne.	
Velvet ribbons, plain.....	150 lignes.....	\$0 15 to \$6 40 per 12 yards.	
Velvet ribbons, figured.....	350 lignes.....	\$0 30 to \$15 00 per 12 yards.	

4th. It is very seldom that the rate of exchange on the United States is quoted. Reimbursements for commodities exported from here are almost always made by bills on Paris, Havre, London, or other European places of exchange. I give the few cases that I have been able to collect.

<i>Prussian thalers.</i>			
July 7, 1853.....	15 days sight.	137¾	For \$100
August 25, 1853.....	3 do.	137½	do.
October 15, 1853.....	15 do.	138½	do.
February 1, 1854.....	3 do.	138½	do.
November 27, 1854.....	15 do.	135	do.

The general valuation of the American dollar during the time stated was about one thaler and ten silver groschen, regulated by agreement, according to the known rate of exchange quoted in New York on Prussian places of exchange, being from 73 $\frac{3}{4}$ to 75 cents United States currency for a thaler.

6th. *Internal taxes*.—On wines from Germany, none; on foreign wines, in casks, \$4 50 per cwt.; in bottles, \$6 per cwt.; raw silk, foreign, 37 $\frac{1}{2}$ cents per cwt.; alcohol for cologne water, \$6 per cwt.; ultramarine, \$2 50 per cwt.; cantharides, 37 $\frac{1}{2}$ cents per cwt.; phosphorus, \$2 50 per cwt.; bleaching powder, \$1 50 per cwt.; crude wool, 25 cents per cwt.

There are no taxes levied upon silk goods nor upon any other articles than the above, as far as I can learn.

No duty upon exports to the United States.

7th. The rates of wages in the various branches and occupations of labor and personal service within the consular district of Aix-la-Chapelle are as follows: (a)

Occupations.	Per day.		Per month.		Per year	
	With board.	Without board.	With board.	Without board.	With board.	Without board.
Bakers.....			\$1 87 $\frac{1}{2}$ a 3 00		\$22 50 a 30 00	\$100 00
Blacksmiths.....	15 a 25 cts.	45 a 55 cents.	3 00 a 3 50			
Brewers, master.....			25 a 30 cents		60 00 a 75 00	
Do... workmen.....		35 cents			37 50 a 45 00	
Boxmakers.....		37 $\frac{1}{2}$ a 50 cents.				
Boatmen.....	30 a 37 $\frac{1}{2}$ cts.					
Cabinetmakers.....		37 $\frac{1}{2}$ a 62 $\frac{1}{2}$ cts.				
Carpenters.....		37 $\frac{1}{2}$ a 50 cents.				
Do.....ship.....	30 a 62 $\frac{1}{2}$ cts.					
Carters.....		30 a 50 cents.	3 00 a 6 00			90 00 a 112 00
Carvers.....		75 a \$1 00				
Clerks.....				\$7 50 a 22 50		75 00 a 900 00
Coopers.....	45 a 50 cts.		3 00 a 3 75		37 50	
Engravers.....		\$1 12 $\frac{1}{2}$ a 1 50				
Gardeners.....		30 a 37 $\frac{1}{2}$ cents.				
Gunsmiths.....		37 $\frac{1}{2}$ a 50 cents.				
Laborers.....	22 $\frac{1}{2}$ cents.	20 cents.			22 50 a 60 00	
Masons.....		30 a 65 cents.				
Painters.....		37 $\frac{1}{2}$ a 50 cents.				
Male servants.....					25 00 a 50 00	
Female servants.....					15 00 a 37 50	
Tailors.....		30 a 37 $\frac{1}{2}$ cents.				
Weavers, silk.....		62 $\frac{1}{2}$ cents.		4 00		
Persons engaged in manu- factures of woolens and silks, &c.....		30 a 45 cents.				

Silk weavers usually work by the piece. The above are the ordinary prices paid.

(a) There seem to be discrepancies in this tabular statement.

ISAAC C. BATES, *Consul*.

JULY 1, 1853.

On a former occasion I remarked that there was a total absence of reliable statistics within my reach going to show the value of the different kinds of merchandise manufactured, and of produce raised in this country. The statistics of imports and exports of merchandise passed in transit show only the gross weight of the articles, without giving any estimate of their value. It is consequently very difficult to tell the approximate value of the imports and of the exports, from whence they come and where they go, and quite impossible to find out accurately what proportion of the whole manufactures of the country finds a market in the United States.

I cannot but look upon it as a matter for many reasons greatly to be regretted; but there does not seem to be any prospect of a change in the system established. Our own system is better, but even we continue to put down all goods received in ships arriving from Liverpool as imported from England, and take no note of the countries where they originate.

Almost every day brings new evidence of the importance of our commerce with Germany. I know not, in fact, how they could get along in this part of Prussia if our market were shut to them. The amount manufactured and sent on consignment to the United States is very large, and the amount purchased direct by American and foreign houses, I am informed, is still larger.

I have done my best to procure some information with regard to the commercial relations of the province, and the success which has attended the manufacture of the different articles of merchandise the past year, hoping that it might be found interesting; but I regret that I have not succeeded as I desired. Such as it is, however, I give it.

In Crefeld and its neighborhood we find silks produced principally, the cost value of which is estimated at about 7,000,000 thalers, one-third of which, probably, finds a market in the United States; the other two-thirds in Europe and in Central and South America.

In Elberfeld, Barmen, and vicinity are manufactured cloths, silk, and silk and cotton goods; silk, cotton, and worsted trimming, fancy ribbons, buttons, guns, iron, steel, and brass wares, and cutlery, cigars, window glass, paper, cotton yarn, and some heavy cotton goods, but to a small amount.

I have been able to procure no estimate of the value of the total production, but it is estimated that the total amount exported to America for domestic and foreign account is near 5,000,000 of thalers.

During the past year the transactions in silk and half silk goods are reported to me as not having been good, particularly as regards the home trade in these articles. On the contrary, silk, fancy ribbons, and trimmings have been in great demand, and new manufactories of these articles have been built, which compete successfully with those of France and Switzerland.

The factories of fancy vestings, and articles of silk mixed with mohair and cotton for upholsterers, have continued to be moderately employed. Those of wool mixed with cotton, especially shawls, handkerchiefs, &c., which formerly ranked among the most important productions, are almost entirely cut out by the large establishments in Berlin and Saxony, where labor is cheaper.

The production of common heavy cotton goods has decreased, while that of sewing and knitting cottons has been increasing. The demand for Turkey red cotton yarn has decreased for home consumption, on account of the rise of the principal articles used in its manufacture, (*viz*: Italian oils, soap, and madder, as well as cotton twist,) but has been balanced by a large export, principally for the East Indies.

Broadcloths of fine qualities, manufactured in the neighborhood of Barmen, are principally exported to the United States, and the demand has been good.

In iron, steel, brass wares, and cutlery, the sales for Germany have been small, but large for Belgium, Holland, Denmark, Sweden, and Norway, and for France for such articles as are admitted there, and also during the fall of 1852 for the United States. The other branches of business are not of great importance.

The trade with Mexico (formerly very flourishing) has been materially reduced, as also has that to Cuba, the West Indies generally, and the Columbian States; while, on the other hand, the exports to Brazil have continued to be as large as usual, and to the States of La Plata they have increased very much. From Cologne I learn that the trade in Rhenish wines with the United States has been increasing, and bids fair to become important. Our duty of 40 per cent. is, however, very high, and, being levied on the value, presents a strong temptation to deception in an article which it is next to impossible for our appraisers to know anything about.

Aix-la-Chapelle manufactures woolen goods and needles, in which a prosperous business has been done. In the neighborhood of Stolberg are extensive zinc and lead mines, the productions of which have not thus far been sent to America in large quantities. There have, however, been some shipments of lead.

The most important new enterprise which has been undertaken during the year is the establishment of a large factory for the manufacture of glass mirrors, in the success of which its friends are very confident; a large capital has been subscribed, principally in Paris, and the works are going on very rapidly. Other enterprises are on foot, and the spirit of progress and speculation is extending.

DECEMBER 28, 1853.

I have the honor to transmit herewith a pretty literal translation of the ordinance of the Prussian minister of commerce, of December 16, 1853, concerning declarations of the value of goods sent to the United States.

[Translation.]

Ordinance referring to the declaration of value in reference to goods sent to the United States of North America.

“According to the existing revenue laws of the United States of North America, the value of all foreign merchandise imported into the United States must be declared on oath by the owner thereof.

“If the merchandise be the property of persons residing in the United States, (and this takes place in those cases where German goods are purchased by commissioners or agents of North American commercial houses,) this oath is taken before the collectors of customs in the ports of the United States upon arrival of the merchandise.

“If the merchandise belongs to persons who do not reside in the United States, (and this will take place in the case of goods consigned to North America by subjects from this side,) the invoice must be sworn to by the owner before a consul or commercial agent of the United States of North America, or before some public authority who is authorized to receive declarations on oath.

“An exact compliance with these regulations, from which many departures have taken place

until now, has been recently ordered by a circular of the Treasury Department of the United States of North America.

“The laws of the country not giving any legal sanction to oaths in confirmation of the value of consignments of goods sworn to before the consuls of a foreign State residing in Prussia, nor even before any magistrate of the country, negotiations are now pending for the substitution of the affirmation, (or declaration,) as contained in the 129th section of the Penal Code, in place of the formal oath required, in verification of the value of merchandise to be exported, as it is declared in the invoices.

“Meanwhile, in order to obviate any interruption of the very important commercial intercourse with North America, it is necessary that the merchants on this side shall be furnished with the opportunity of verifying the value of consignments to the United States, according to the provisions of the 129th section of the Penal Code, the magistrates, and for merchants living in the country the royal ‘Landrathe,’ are therefore to be directed, upon the application of the owners of merchandise designed to be sent on consignment to the United States, to receive an affirmation in the place of an oath in regard to the correctness of the value declared in the invoices.

“Upon the presentation of the invoices of merchandise designed to be sent on consignment, this affirmation, in place of the oath, is to be recorded in a protocol, or, if the necessary affirmation, in place of the oath, is already written beforehand upon the invoice, the protocol shall mention the acknowledgment of this affirmation. A certificate of this transaction, furnished with the official seal and signature, is to be annexed to the invoice and handed back to the applicant as expeditiously as possible.

“Before the reception or acknowledgment of any affirmation, instead of oath, the purport of section 129 of the Penal Code shall be explicitly stated to the person making the declaration, and that this has been done is to be noted in the protocol.

“The invoice of the merchandise furnished with the official certificate must be sent by the consignors, as heretofore, for examination and authentication to the consular authorities of the United States living nearest to their place of residence, or, in case there are none, to the consulate of the United States in the port of shipment.

“I accordingly direct the royal regency to furnish the authorities concerned herein with instructions to make it their special duty to give quick despatch to applications which may be made, and to bring the above stated arrangement to the knowledge of the merchants of their districts.”

STETTIN.

FREDERICK SCHILLow, *Consul.*

AUGUST 1, 1854.

In reply to your circular of the 15th March, I have the honor of giving the following information :

There are no commercial regulations in Prussia affecting the foreign trade otherwise than by treaty ; and the tariff of the Zollverein is the rule for all.

The imports from the United States into the Prussian ports for the years 1851, 1852, and 1853, and the duties paid thereon, are specified in the enclosed list ; but I must beg to submit to your particular consideration that the importation into the Prussian ports cannot, by any means, serve as a criterion for the intercourse between the United States and Prussia, as it represents

but a very small part of the produce of the United States consumed in Prussia, most of which she receives through the medium of the Hanse Towns.

ANSWERS.

FIRST SERIES.

1st. The terms of the treaty with the United States, &c., are faithfully adhered to.

2d. The intercourse with the United States is solely dependent on the regulations of the Zollverein.

3d. There are no privileges in favor of any nation which are denied to the United States, nor any restrictions imposed upon the commerce of any other nations.

4th. See reply to former queries, despatch No. 63.(a)

5th. It is permitted to a foreign port, *not* coastwise; but, since the example has been given by England, it is the intention of the Prussian government to give up this restriction also, and in some cases it has been done already.

6th. The moneys, weights, and measures, &c., &c., in the ports of this consular district, are the same as established by the law of the mother country.

SECOND SERIES.

1st. With the exception of a small quantity of flax, bristles, and feathers from Königsberg, there is no exportation since July last from the Prussian ports to the United States direct.

The Hanse Towns, Holland, and Belgium serve equally as for imports, and also as for the exports of the produce and manufacture of Prussia and the Zollverein to the United States.

2d. Commission, 2 per cent. Freight—no rates can be named for want of business. Insurance done in England or the United States.

3d. Bills at 3 months.

4th. No direct exchanges.

5th. As per tariff.*

6th. None.

7th. Rates of wages from 10 to 15 gr. (25 to 37 cents) per day.

A file of brokers' prices current of Stettin enclosed, this being the principal and only important market for imports. There are no official prices current in Königsberg.

(a) "Consular Returns—Navigation."

Imports from the United States of America into the ports of Stettin and Königsberg during the years 1851, 1852, and 1853.

Articles.	1851.			1852.			1853.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	<i>Centners. (a)</i>	<i>Thalers.</i>	<i>Thalers.</i>	<i>Centners.</i>	<i>Thalers.</i>	<i>Thalers.</i>	<i>Centners.</i>	<i>Thalers.</i>	<i>Thalers.</i>
Candles -----				9	500	30			
Cloves -----	22	741	144						
Coffee -----	342	7,260	2,230				92	2,028	598
Cotton wool -----	187	4,456		114	2,515				
Fustic -----	1,133	3,976	188						
Honey -----	638	6,442	318	174	1,600	87	300	2,753	150
Logwood -----	1,529	5,850	254	304	1,120	50	2,399	8,290	400
Pepper and pimento ---	211	2,670	1,370	42	780	273	218	3,593	417
Potashes -----	634	6,978	158						
Rice -----	16,960	170,530	16,960	14,386	143,860	14,386	4,993	49,969	4,993
Rosin -----	9,722	48,610	4,860	5,739	28,695	2,869	2,650	13,250	1,325
Tea -----	11	750	123						
Whale oil -----	16,551	182,067	8,275						
Total -----	47,940	439,830	34,880	20,768	179,070	17,695	10,652	79,883	7,883
Equivalents in United States currency (b) ---		\$329,870	\$26,160		\$134,310	\$13,270		\$59,920	\$5,920

(a) The centner of the German Zollverein is equivalent to 110.27 pounds.

(b) There seems to be some error in these conversions, which are made at 75 cents in United States currency; whereas the value of the German thaler, as fixed by law, is 69 cents.

BAVARIA.

AUGSBURG.

CHARLES OBERMAYER, *Consul.*

FEBRUARY 24, 1854.

I now have the honor to place before you the result of my researches touching as many topics as I could embrace in the form of the following despatch.

The kingdom of Bavaria, in respect to its area and to its population the third of the States that form the German confederation, consists of two parts of an unequal size, and separated from each other by the kingdom of Wurtemberg and the grand duchies of Baden and Hesse.

The total area of the kingdom being 1,388 square miles, equal to 22,199,952 acres Bavarian measure, (one acre equal to 40,000 square feet, one foot Bavarian equal to 0.292 metres,) may be divided as follows: 9,227,105 arable land; 350,883 vineyards and gardens; 3,075,958 meadows; 5,340,546 forests; 354,772 rivers and lakes; 2,029,941 heaths and moors; 226,105 buildings, streets, roads, and ways; 1,594,642 barren mountains.

The national debt of the kingdom of Bavaria amounts to 267,444,244 florins, for which all railway lines opened and building, with all stations, premises, &c., are given in mortgage, as

likewise the State has made a further requisition of about 3,000,000 florins, a yearly ground rent derivable from 91,915,250 florins redeeming bonds, issued by the Ground Rent Redeeming Office.

According to the census of 1849, the total population amounted to 4,520,000 souls ; in 1852, to 4,559,452 ; showing an increase of 312,674 souls, or at an average 173.71 souls per annum ; being a little more than $\frac{1}{2}\%$ per cent. of the number found in 1849.

In the Palatinate, though the total population of that province, in 1849 amounting to 616,370, has been reduced to the number of 611,476, yet most towns enjoy an augmentation of their population.

In order to throw a proper light on the following statement of industry in general, it is necessary to remark that, on this side of the Rhine, only one person is allowed to exercise some particular trade or business, and that this grant only can be extended to a plurality of individuals, or several distinctly differing trades united in one hand or more to a certain purpose, provided, they carry on some trade or business under a firm for joint account, representing one single political person (as a manufacture, &c.,) and that, further, sometimes, considerable expenditures, connected with the fulfilling of different, frequently onerous, conditions, are burdened on him who intends beginning a new business, or buying one from another, or even inherits as such, which both have their origin in the government's having granted such rights and privileges, in olden times, for, perhaps, a small contribution to the income of the state or community, which, however, in the course of time, almost always increased, as mostly this sum was transformed into a mortgage that is to be redeemed by the new petitioner.(a) Besides, the common council of each town have the right of control in respect to the number of individuals they think proper or sufficient to exercise a certain trade or business in their community ; but if the decisions be unfavorable to the petitioner, the government may be appealed to.

Of all the towns—from the right bank of the Danube, which divides the larger part of the kingdom into two almost equal parts, up to the Alps, that divide Bavaria from Austria—AUGSBURG may be called the most prominent, not only on account of her being one of the oldest cities of Germany, but because her name appears on many a page of German history, and in the sixteenth century she excelled by the citizens first forming those associations of artisans and artists that united their skill and means to create many an excellent work of art and industry. Wherever, during the middle age, any new branch of industry was making its appearance, wherever a new invention was made, the burghers of this old imperial city were the first to avail themselves of it. She then enjoyed that same superiority in this respect, among the other German cities and states, which is now the glory of England. This strong desire to make a practical use of every theoretic, scientific progress in arts and improvements, and to give them that large extent that promises a sure success and profit, was not totally extinguished, even, during the troubles of the dreadful war of thirty years ; and the universal languor that preyed on Germany a long time afterwards, and the flourishing state of several cotton-printing manufactories, and other industrious enterprises that sprung up soon after that war within the walls of Augsburg, are facts to prove the truth of what we said concerning her activity and spirit of enterprise. Even to-day we may call the cotton-printing manufactures of Messrs. Forster, father and sons, (Schöppler & Hartmann,) one of the brightest gems in Germany's diadem of industry. Besides this establishment, that excels by the solidity of colors and exquisite taste of patterns, and produces about 50,000 to 60,000 pieces printed cotton and

(a) This sentence, though involved like other portions of the return, is, perhaps, sufficiently comprehensible. Modifications cannot well be made.

20,000 pieces printed woolen and half woolen muslins, there are in this town three large cotton mills, one of which has 30,000 spindles, and works 800 power-looms; the other two together 60,000 spindles, and a fourth with 20,000 spindles, to produce the higher numbers, is building. Two smaller cotton mills, with 15,000 spindles and 400 power-looms, are likewise prospering, and the whole quantity of cotton spun here may be computed to be about 6,000,000 bales a year. The well supplied canals of the Lech and Wertach furnish a motive power, that is not yet completely used, to move the works of a wool-spinning mill of 15,000 spindles, producing the higher numbers, consuming together about 4,000 cwt. of wool; a bleaching and finishing manufactory of cotton and linen; several smaller establishments producing woolen, cotton, and silk wares; the extensive brass manufactory of Messrs. Beck & Co., famous for the excellent quality of their composition, and chiefly that of their fine brass wire; the tobacco manufactory of Lotzbeck & Co., one of the greatest establishments of this description in southern Germany; a manufactory of sulphuric acid and different other chemical products; a manufactory of glue, phosphorus, &c.; an establishment for the construction of all sorts of machines, boilers, &c.; a gun foundry, and a great many other less important establishments throughout the town, all of which enjoy a thriving business.

The abundance of motive power furnished by the above named rivers, a thick population of the surrounding villages, all nearly touching the walls of the town, people that are mostly trained from the cradle to work in mills and manufactures, the comparatively cheap wages paid to them, together with a due proportion of wealthy farmers, allow the adoption of the idea of a daily addition of new undertakings.

The population of MUNICH, (München,) like that of all capitals, is chiefly intent upon furnishing luxury with all those thousand nameless trifles and things required by the presence of a court and a crowd of strangers, attracted by the costly collections of paintings, sculptures, and buildings, that are the boast of Munich. Moreover, the inhabitants of the environs of the city belong to a tribe of the German nation who in many things completely differ from those around Augsburg, and are the least of all inclined to breathe the air of a cotton mill or any such establishment. Yet there are at Munich a manufactory of chemical products, and the extensive establishment of Mr. Maffei, from which already the one hundred and thirtieth locomotive has been furnished to our railways, and whose proprietor received the price of 20,000 ducats from the Austrian government for the best locomotive destined to cross the Simmering. In the neighborhood of Munich there is the royal manufactory united to that of a stained glass manufactory and a paper mill belonging to Baron Beck, that produces about 20,000 cwt. a year of paper. At Kempten is another cotton mill, with 30,000 spindles, and a consumption of about 3,000 bales of cotton.

Memmingen, Landshut, Erding, Lauingen, and some other smaller towns, are renowned for their corn markets, as is also Lindau, which, by means of four steamers, and an adequate number of barques and smaller craft, carries on a considerable transmission business and corn trade, chiefly to Switzerland. Donauworth, Fussen, Ratisbon, and Passau carry on a prospering transmission business in corn and timber trade.

The export trade of Bavaria consists of all sorts of corn, cattle, beer, wool, wine, needles, musical and optical instruments, calicoes, and other printed goods; stones for lithography from Solnhofen, hops, flax, tobacco leaves and manufactured tobacco; madder, paper, pit-coals, ordinary and fine carved wooden wares, (Berchtesgaden articles;) toys made of wood, paper-paste, lead, and other metals, (Nürnberg articles;) fine brass wire, glass wares, china, delf ware,

and crockery wares, crucibles, chemical products, &c., at an average value, one year with another, of 35,000,000 of florins.

The import trade is in cattle, untanned hides, leather, cotton, wine, furs, colonial products, copper, tin, flints, and whet-stones, glasswares, minerals, dyeing materials, fancy goods, and other commodities, at an average value, one year with another, of 34,000,000 of florins.

Railways, that unite Bavaria with the northern parts of Germany, the Netherlands, France, Switzerland, Tyrol, and Austria; steam navigation on the Lake of Constance and the Danube, in connexion with the Austrian steamers, extended to the mouth of this large river and the Black sea; the canal, that allows ships of considerable burden to come down from the Main to the Danube, and a well-planned, extensive net of electric telegraphs; these are the means to promote a lively intercourse with the neighboring States and the world, as well as to carry on a flourishing commerce, the emporiums of which are Augsburg, Fürth, Nürnberg, Lindau, and other towns. The railway lines of Bavaria, now opened, have a length of $76\frac{1}{2}$ German miles, ($15=1$ degree,) and they cost 47,198,895 florins—that is, at an average, 619,851 florins a mile—returning a rent of not quite 3 per cent. The fare is calculated at the rate of 9 kreutzers first class, 6 kreutzers second class, 4 kreutzers third class, per railway league, equal to half a German mile.

Charles the Great's sublime idea to unite the Rhine and Danube by means of the Main, a canal, and the Altmühl, in those times begun, but for want of skill in levelling abandoned, was again renewed, after a space of nearly one thousand years, by King Lewis I, of Bavaria, and realized by the Donau-Main canal, that has a length of $23\frac{1}{2}$ German miles, and was completed at an expense of 16,000,000 florins. Though navigated last year by 2,583 ships and 184 rafts, with a tonnage of 2,398,181 cwts., yet the total income was only 160,671 florins, while the expenditure was 94,145 florins. The first trial to establish a steam navigation line on that part of the Danube belonging to Bavaria was made in 1857, by a joint stock company, with the intention to extend it from Ulm to Linz; but, checked by the then neglected channel of that mighty, but often very shallow, river, badly built bridges, rocks, and other impediments, together with a want of proper boats, did not succeed, till at length, in 1846, the Bavarian government took charge of this useful undertaking, and bought the steamers, barques, wharf, and complete inventory, for 500,000 florins. Since that period 390,000 florins more were spent, and by making the necessary improvements in the channel and on the banks, building several new boats, with a draft of water of only from 15 to 18 inches, it has become possible to arrange a regular daily run between Donauworth and Linz, a distance of 105 leagues, corresponding with the regular steamboat line from Linz, passing Vienna and Pesth, to Constantinople. The track between the former place and Ulm offers, however, obstacles that are scarcely to be overcome. At present eleven steamers are plying on that line, the burden of the largest of which is 4,500 cwt., all fitted out with engines of 70 to 98-horse power, constructed after the high-pressure system; their length from 140 to 160 feet; breadth, 7–8, 8–11 feet; and most of them from the establishment of Mr. Maffer, at Munich. The hours of starting and arrival are regulated according to those of the railway trains that reach Donauworth from the north and south. According to a calculation drawn up by the Board of Danube Steam Navigation, the government intends to build eight new steamers, which are computed to cost about 479,000 florins, to add two new towing steamers, and to augment the number of barques to be towed by steamers with twenty-one, which, the building and furnishing of storehouses, warehouses, the establishing of the necessary offices, the improvements of the channel and banks of the river included, will

cause a further expenditure of 1,075,000 florins; a sum which, in consideration of the important influence on the commercial interests of Bavaria, probably will not meet with any opposition, though the account given of the total income of the period 1851-'52 shows only the small net return of 3,368 florins, a sum that certainly must be considered as rather disproportionate to the capital invested in this enterprise.

The Lake of Constance, (called Bodensee,) the waves of which are washing the territories of five different States, doubtless offers the best chance for a flourishing transmission trade and a numerous concourse of travellers, and the governments of Bavaria, Wurtemberg, Baden, and Switzerland having granted the respective privileges and rights, steam navigation is now fairly flourishing on this stately sheet of water, which is now crossed by not less than fifteen iron steamers, some of which daily descend the Rhine as far as Schaffhausen, carrying the flags of those States to which they belong.

The Steam Navigation Company of Lindau possess at present four iron steamers, and as many towing barques, the former costing between 4,600 and 8,800 florins, the latter between 6,000 and 7,000 florins. The annual list "commerce and shipping" of the harbor of Lindau last year exhibits the items of 37,315 passengers and 1,754,000 cwt. goods, corn being the principal part.

NUREMBERG.

PHILIP GEISSE, *Consul*.

AUGUST 10, 1854.

I have the honor of acknowledging receipt of your circulars of March 8 and 15, and have taken due notice of the contents of the former;(a) and, in reply to the various queries of the latter, have, at last, succeeded in obtaining a copy of the existing revenue laws and tariff in the kingdom of Bavaria, which I hereby annex, and which will show the privileges and the restrictions upon the commerce of all nations not parties to the treaty of 1853, and the nature and operation of such, thus answering queries 1st, 2d, and 3d. Bavaria having no seaports, queries 4th and 5th have no bearing upon my consulate. The moneys, weights, and measures known and in common use in my consular district are the same as those established by the supreme law of the mother country.

I annex answers to the second series of queries, but have no other suggestions to make, which I think could be beneficial to the commerce of the United States, than such as I have already given in former despatches.

ANSWERS.

SECOND SERIES.

1st, 2d, and 3d. No commodities have, as far as I can ascertain, been exported to the United States, direct from Bavaria, within the last year, a few hops excepted.

4th. The true par of exchange, as established by law, is 40 cents per florin, though the average rate for the last year has been 2.27 fls. per dollar.

5th. I know of no direct exports to, nor imports from, the United States.

6th. There are no internal taxes, other than such as are mentioned in the annexed treaty of commerce.

7th. The rates of wages in the various branches and occupations of labor vary from 12 to 40 cents per day, according to the nature of the occupation.

(a) "Consular Returns—Navigation."

WURTEMBERG.

STUTTGART.

MAX. STETTHEIMER, *Consul*.

JULY, 1854.

The circulars from the Department of State, dated October 8 and March 15, came to hand. As regards the circular of March 15, I have to report that the commercial intercourse of this country with the United States is of no great importance, the exports and imports being limited to a few articles only, of which I send a list, containing names of manufacturing towns, wages paid to laborers; also, prices of the various articles, with all further information which I deem beneficial to the commerce of the United States. I should, also, consider it beneficial if a convention for the mutual abolition of the "*droit d'aubaine* and taxes on emigration" could be brought to a close between this country and the United States, such as exists between the United States and the kingdom of Bavaria.

List of articles exported to the United States from Wurtemberg.

Articles.	Prices. (a)	Terms.	Wages.
Embroidered skirts	5 to 7 florins per piece.....	6 mos., or 5 pr. ct. off for cash	24 to 36 kreutzers per day ..
Wool cloth	1 f. 24 ks. to 4 f. pr. Wrtb'g elle, (b)	.....do.....do.....	48 kreutzers to 1 florin pr. day.
Fancy cases or etuis.....	24 kreutzers to 3 florins pr. piece	Cash	36 to 48 kreutzers per day ..
Optical instruments.....	Different	Various	1 to 1½ florins per day.....
Dried plums	12 to 15 florins per 100 weight	Cash .....	.....
Stays and corsets.....	1 f. 12 krs. to 2 f. 12 krs. a piece	8 months.....	weavers 48 and seamstresses 18 kreutzers per day.
Painted tinware	Different.....	.....do.....	{ Painters 1 florin to 1½ pr. day. Smiths 36 kreutzers pr. day.
Jewelry .....	.....do.....	Mostly cash	About 1 florin per day.....
Cotton drill.....	20 to 30 krs. pr. Wurtemb'g elle	8 months.....	20 to 24 kreutzers per day ..
Cotton drill pants	1 to 1½ florins per pair .....	.....do.....	Cutter 1 florin, and tailor 24 kreutzers per day.
Cheese	10 to 12 kreutzers per pound.....	Cash	24 kreutzers per day
Segars	4½ to 20 florins per thousand	6 months.....	36.....do.....
Wines	36 to 120 f. per Wurtb'g eimer, (c)	6 mos., or 5 pr. ct. off for cash	.....
Sparkling wines.....	1 florin 12 kreutzers per bottle.....	.....do.....do.....	.....
Embroidered white goods..	Different .....	.....do.....do.....	24 to 36 kreutzers per day ..
Drugs and pills.....	.....do.....	Various .....	.....
Whips	48 kreutzers to 5 florins a piece.....	6 mos., or 5 pr. ct. off for cash	36 to 48.....do.....
Paper-hangings	24.....do.....4.....do.....	.....do.....do.....	1 florin per day.....
Chemicals	Different	Various .....	.....
Roots and herbs.....	.....do.....	.....do.....	.....
Carved bone wares.....	.....do.....	.....do.....	36 to 48 kreutzers per day ..
White linen	20 to 40 florins a piece of 60 ells	6 mos., or 5 pr. ct. off for cash	.....do.....do.....
Tartar	36 to 40 florins per 100 weight...	Cash .....	.....
Wool socks and hose, woven	2½ to 3, and 5 to 7 florins a dozen	6 mos., or 5 pr. ct. off for cash	18 to 24.....do.....do.....
Wool jackets, woven.....	1 florin 42 krs. to 3 florins a piece	.....do.....do.....	.....do.....do.....
“ “ knitted.....	2.....do.....42.....do.....3.....do.....	.....do.....do.....	.....do.....do.....

(a) 1 kreutzer = $\frac{1}{3}$ of a cent. 1 guilder or florin = 40 cents or 60 kreutzers. (b) 1 elle = 2 feet. (c) 1 eimer = $77\frac{2}{3}$ gallons

MEMORANDUM.

Names of manufacturing towns.	Articles.
Ulm, Dictenheim, and Weingarten.....	Embroidered skirts and white goods
Esslingen, Goeppingen, Metzingen, Lentlingen, Calw, Ehingen.....	{ Wool cloth and knitted wool jackets.....
Stuttgart.....	{ Woven wool socks and hose.....
	Fancy cases or etuis, optical wares, stays and corsets, cotton drill pants, jewelry, wines and sparkling wines, whips, drugs and chemicals, paper hangings, segars.
Goeppingen.....	Stays and corsets, painted tinware, cotton drills and cotton drill pants.
Esslingen.....	Painted tinware, jewelry, wines and sparkling wines
Gmund.....	Fancy goods and jewelry
Geislingen.....	Carved bone ware and fancy turnings
Blaubeuren.....	Linens

Weights.—The Wurtemberg pound contains 32 loths; 100 lbs. of Zollverein weight = 107 Wurtemberg pounds.

Measures.—The ell of Wurtemberg contains 24 inches. The eimer (wet measure) of Wurtemberg contains 160 naas. A naas contains 4 schoppen; a schoppen, nearly a pint.

Duties.—On exports or imports, the same as through the whole Zollverein.

Exchange.—The currency is the so called “Rhenish currency,” or $24\frac{1}{4}$ guilders to a mark, fine silver. The guilder contains 60 kreutzers, and is calculated, generally, at 40 cents American currency; but, within ten months, the balance of exchange always being in favor of this country, the dollar exchange sells always at a loss of 5 to 6 per cent.

BADEN.

MANNHEIM.

JOHN SCHERFF, *Consul*.

MAY 16, 1854.

I have the honor to acknowledge the receipt of your circular, under date of the 15th of March last. In reply I have only to remark, that, in consequence of the recent date of my appointment, and the delay which occurred in the granting of my exequatur by the government of Baden, (February 21, 1854,) it is almost next to impossible for me to return full or satisfactory answers to the interrogatories propounded. Still, I have endeavored to comply with the request as far as lies in my power, and have the honor to submit the accompanying report.

ANSWERS.

FIRST SERIES.

1st. To my knowledge there is no existing treaty of commerce whatever between the government of the United States and that of the Grand Duchy of Baden, to which I am accredited.

2d. The commercial intercourse of the United States within my consular district is entirely dependent upon the laws and regulations of the home government. These laws and regula-

tions are, however, only to the effect specified in the act of Congress of March 1, 1823. Sections 7, 8, and 11, the sixth division of the general circular of the Treasury Department to consuls, &c., under date of April 7, 1851, and the general circular issued from the same department, entitled "General Instructions, No. 9," and dated "September 20, 1853," which, among other things, requires that "the accuracy of certain invoices should be ascertained and verified, and a reasonable time for consuls to accomplish that object cannot be justly denied to them," &c. These are, however, to a very great extent, but dead letters, inasmuch as a very large number of persons, exporters and manufacturers here, as well as importers at home, refuse to have their invoices of goods imported into the United States from this district verified, because they allege that they can have them passed at the custom-houses without such verification, or, as a last resort, that they can have them verified by consuls at other ports, who are, necessarily, unacquainted with the prices here.

3d. No.

4th. As there are no ports within this government which are accessible to the ships of the United States, there are, therefore, no port charges nor restrictions upon its commerce.

5th. There is no transshipment of goods for the United States. Articles of merchandise, &c., intended for that market are forwarded either to Rotterdam, Ostend, Bremen, or some other seaport, where they are shipped.

6th. The value of the moneys in use in this country is fixed by act of Congress of May 26, 1846.

The standard of the recognized national value of the weights and measures in use in this government is as follows :

Long measure.

1 Badische inch	is equal to	1.20	American inches.
1 " ell	"	24	"

Weights.

1 kilogramme, Badische,	is equal to	2.21	American lbs.
1 pound,	"	1.105	"
1 centner,	"	108.93	"

Wine measure.

1 Badische litre	is equal to	2.11	American pints.
1 " maas	"	3.1605	"
1 " ohme	"	39.5825	" gallons.
1 Rheinische ohme	"	42.20	" "

The additional information desired in the sections numbered 1 to 7, inclusive, and to be put into tabular form, will be found contained in the following answers and tables of corresponding numbers :

SECOND SERIES.

1st. *A table showing the wholesale prices of commodities exported to the United States from this district since July 1, 1853.*

Names of articles.	Wholesale prices.(a)	
Absynth	From \$3 00 to	4 80 per dozen bottles of one quart each, according to quality.....
Brandy, prune	12 00 to	20 00 per 100 maas, or 39. 5825 American gallons, according to quality.
Cheese	8 00 to	12 00 per centner, or 108.93 pounds, American, according to quality.
Cloths, woolen.....	60 to	2 40 per ell, or 24 inches, American, according to quality.....
Flowers, chamomile	9 60 to	14 00 per centner, or 108.93 pounds, American, according to quality.
Flowers, verbasci.....	36 to	60 per pound, American, according to quality.....
Iodine, salts of.....	3 20 to	5 60 per pound, American, according to quality.....
Kirchenwasser	16 00 to	36 00 per 100 maas, or 39. 5825 gallons, American, according to quality.
Leather, japanned.....	9 40 to	18 00 per one dozen skins, according to quality.....
Leather, tanned calf.....	7 20 to	10 00 .....do.....do.....do.....
Prunes.....	2 80 to	3 60 per centner, or 108.93 pounds, American, according to quality.
Quinine	2 00 to	2 80 per ounce, American, according to quality.....
Cigars	1 60 to	4 80 per thousand, according to quality.....
Silk, sewing	160 00 to	200 00 per centner, or 108.93 pounds, American, according to quality.
Stones, lithographic	08 to	60, according to quality, size, and number of square inches.....
Stockings, cotton.....	40 to	2 80 per dozen pair, according to quality.....
Stockings, woolen.....	80 to	3 00 .....do.....do.....
Wines	4 00 to	60 00 per 100 maas, or 39. 5825 gallons, American, according to quality.

(a) Retail prices are so various, and are so much regulated by the quality of the article, that it is impossible to give them.

2d. The rates of insurance of goods from Mannheim to the United States varies from $1\frac{1}{4}$ to 2 per cent.

The usual charge for freight and expenses from Mannheim to Rotterdam, by the Rhine, is from 13 cents (American) to 19 cents per centner, or 108.93 lbs.

From Mannheim to Havre, via railroad, from 30 cents to \$1 per 108.93 lbs., according to quality and value of goods.

From Rotterdam or Havre to New York, and other eastern ports, the freight is from three to ten dollars per cubic foot,(b) according to the quality of the goods, &c.

3d. The modes and terms on which sales of goods are made are either on credit, varying from two to six months, or for cash, in which latter case a discount of 2 per cent. from the face of the invoice is allowed to the purchaser.

4th. The average rate of exchange is about 3 per cent., but since April 1 it has been at the rate of 2 per cent.

(b) This must be an error.

SAXE-MEININGEN.

SONNEBERG.

LOUIS LINDNER, *Consul*.

SEPTEMBER 30, 1854.

I have the honor of acknowledging the receipt of two circulars of the Department of State of October 8 and March 15. Having taken due notice of the contents of the first circular, (a) I beg leave to submit the following observations, in reply to the queries proposed in the second :

The district of this consulate forming a part of the German Zollverein, headed by Prussia, the commercial regulations, enactments, revenue laws, tariffs, decrees, orders, and other laws and regulations of the Zollverein, are those of this district. The imports to this district from the United States, and the exports to the United States from this district, are equally included in the general imports and exports of the Zollverein. A separate account of imports and exports of the Dutchy has, until now, not been deemed necessary to be kept by the government.

ANSWERS.

FIRST SERIES.

1st. The treaties of commerce between the United States and the German Zollverein are, to my best knowledge, faithfully adhered to by the government of Saxe-Meiningen-Wildburghausen.

2d. The commercial intercourse of the United States within this consular district is dependent on the commercial regulations of the German Zollverein, and these regulations are fixed for a definite period. Every year the governments of the Zollverein, in their assemblies, confer about necessary changes.

3d. The treaties of commerce between the United States and Prussia—the representative power of the Zollverein—give to the former the same privileges enjoyed by the most favored nations.

4th, 5th, and 6th relate to ports.

The currency in common use here is the florin, equal to 40 cents.

SECOND SERIES.

1st. The goods manufactured in this district, and exported to the United States, are of a most varying character. They comprise a very great variety of fancy goods, musical instruments, toys, iron, stone-glass, china, willow ware, &c., and include many thousands of articles of different and changing prices. I have found it impossible, notwithstanding the many materials accessible to me, to form from them a price list complete, and to be relied upon for even the shortest period. All the goods that are exported from here to the United States pay duty there. I know of none which are free of duty,

2d. The goods are mostly shipped by way of Bremen, and, in some cases, by Hamburg, Antwerp, Rotterdam, and Havre. The freights from here to these ports average from \$2 50 to \$5 the ship-pound of 300 lbs. weight, according to the nature of the goods, and according to the mode in which they are forwarded, either by the cheaper water way, or the more expensive land carriages or railroad. The sea insurance is partly effected in the European ports, partly

(a) "Consular Returns—Navigation."

in the United States. The prices at which the manufacturers and merchants here sell their goods include, generally, all commission or profits on them.

3d. The usual terms on which the manufacturers and merchants here sell to the importers of the United States are six months, sometimes more, sometimes less.

4th. The average rate of exchange between the United States and this district has been, in the last twelve months, 41 cents per florin; sometimes it has been $41\frac{1}{2}$ cents, sometimes $40\frac{1}{2}$. The true par of exchange is 40 cents per florin.

5th. The crude cotton imported from the United States is free of duty. The commodities imported from there pay duty according to the tariff of the Zollverein; with tobacco it is the same.

6th. There are no internal taxes on goods imported from the United States into this district.

7th. The rates of wages are from 15 to 80 cents a day, according to the ability and skilfulness of the workmen and artisan, and according to the nature of the article to which he applies himself. Clerks have \$150 to \$400 a year.

FRANKFORT-ON-THE-MAYN.

SAMUEL RICKER, *Consul*.

SEPTEMBER 14, 1854.

Your circulars of the 8th October, 1853, and the 15th March, 1854, have been carefully examined, and as they contain very few questions at all applicable to this interior consulship, I cannot promise that my answers will add much to the information sought for by your department.

Before entering upon the particular points of your circulars, I propose to make a few observations on the importance of this city, its commerce, fairs, &c

Frankfort-on-the-Mayn, the political capital of Germany, is, indeed, the true metropolis of all those countries which are not immediately placed under the sentries of Austria and Russia. It is the industrial and commercial centre of the southwestern and central provinces; it is the regulator of the German stock exchanges; it possesses of itself the capital employed in German manufactures, and is the market to which the whole country is tributary. Yet Frankfort is not a large city, like many of those in Europe or America. Its population does not exceed 70,000 inhabitants, but its geographical situation, its ancient rank—first, as a residence of the emperors, then as a free city of the empire—its great fairs, formerly the most renowned in Europe, and its immense wealth, have rendered Frankfort what it now is. It is, probably, the wealthiest city in the world in proportion to the number of its inhabitants; that number is very slowly increasing, since the senate of the city is extremely anxious to admit to the franchises of citizenship only those who can prove they are able to maintain a family. So no merchant can be admitted unless he proves himself to possess at least five thousand florins, (\$2,000;) and, generally, persons who do not possess even more wealth are not admitted at all unless they marry a citizen's daughter; in that case the law is more favorable. The ancient customs of the city guilds or corporations also prevent the increase of population. None shall mend a shoe, or drive a nail, unless he be a master and a member of one of the corporations; and he cannot become a member unless he be the son of a citizen, or marry a citizen's daughter. This is a remnant of those "olden times," condemned by all judicious people, and maintained and praised only by the benighted. The corporations of Frankfort have, during a long period,

prevented the establishment of manufactories in the city, and they have nearly destroyed the mighty commerce, the life and blood of Frankfort.

The commerce of the city originated with its two great fairs, held in the months of April and September, and of which I will speak more at length in another place.

Frankfort has about 4,200 houses, estimated to be worth eighty millions of florins, and giving a yearly rent of three millions. This will give an interest of 4 per cent., if we reckon one-sixteenth of the houses as without tenants. Yet the capital invested in houses is generally reckoned to yield 5 per cent., so it is probable the difference results from the understating of rents before the authorities. Each proprietor is *expected* to make a return of the real rent, and the sum of three millions is from the rent tax office.

The river Mayn, on which Frankfort is situated, is navigable up to the city of Bamberg, in Bavaria. From Bamberg, the Donau-Mayn canal leads to Kehlheim, on the banks of the Danube. King Lewis, of Bavaria, ordered that canal to be excavated, (moved, perhaps, only by the idea that Charlemagne had endeavored to create it a thousand years ago,) but it proves of no great profit to the country, and scarcely gives an income sufficient for restoration and annual expenses. The Mayn has, between Mayence (where it joins the Rhine) and Frankfort, a depth of 40 to 50 inches; between Frankfort and Wurzburg, from 30 to 40 inches; between Wurzburg and Bamberg, from 24 to 30 inches. That would be sufficient for vessels of from 1,000 to 3,200 cwt.; but there are many obstacles to the extension and security of the navigation, particularly towards the head of the river.

From the most remote times, the Mayn has been the most important commercial road of the interior parts of Germany. There are brought down it the products of the country, particularly wood and timber from the Fichtelberg, the Frankenwald, the Steigerwald, the Thuringerwald, the Kasswald, the forests of the Franconian Saale, (river,) the Rhoen, the Vogelsberg, the Spessart, and the Odenwald. All these forest mountains are of many square miles in extent, and furnish immense stores of material. The sand-stones, from the banks of the middle and upper Mayn, are renowned. The wines of Wurzburg and Hochheim (Hock) are of the best of Germany. Grain of every kind is exported from the middle Mayn in large quantities. These are the natural productions of the country. As to the products of industry, the cities of Nuremberg and Furth, (on the Donau Mayn canal,) and Schweinfurt, Wurzburg, Kanau, and Offenbach, on the banks of the river, are the principal manufacturing centres. Nuremberg is known all over the world by its toys; Schweinfurt by its tapestry; Hanau is the first place in Germany for carpets and jewelry; Offenbach for leather ware and fancy cases of every kind. For all these manufactured goods, as well as for the products of nature, Frankfort is the great emporium.

I scarcely need say that the river Mayn has lost a part of its ancient importance, since railroads are crossing the country in every direction; still it remains, and always will remain, the indispensable road for heavy goods.

Frankfort has lately become one of the three important centres of railroad communications in Germany. Four great lines, and some others of a more local character, meet in this city. The Mayn-Necker railroad goes towards the south. It leads to the Grand Duchy of Baden, wherefrom railroads are directed to Switzerland, Wurtemberg, and Bavaria. The Taunus railroad leads to the west and northwest, to Mayence, and to Wiesbaden, the capital of the Duchy of Nassau. From Mayence a railroad goes to Ludwigshafen, the harbor of the Bavarian palatinate, opposite Mannheim, and up to Strasburg, and therefrom to Paris as well as Switzerland; another

branch leads from Ludwigshafen westward, and at Nancy intersects the railroad from Strasburg to Paris. From Wiesbaden another iron road (not yet finished) goes down the Rhine to Coblenz; another, on the left side of the Rhine, will, in a few years, be directed from Mayence to the same city of Coblenz. The Mayn-Weser railroad goes through the greater part of the two Hesses up to Cassel, and communicates with Hanover, Bremen, Hamburg, &c. On the right side, its branches lead to Berlin and Saxony; on the left, a railroad communication will soon be opened to Cologne, the metropolis of the Rhine. The Hanau railroad connects Frankfort with Hanau and the chief places on the Mayn up to Bamberg, and from that city, towards the south, with Nuremberg, Augsburg, Munich, and Austria; taking another direction from Bamberg, it communicates with Leipsic, Dresden, and Bohemia. There are local railroads to Offenbach, the chief manufacturing town of Hesse Darmstadt, to Soden, a much frequented bathing place, and to near Homburg, one of the famous spas of Germany. The whole of this distance is about to be finished. With the only exception of Berlin, no German city is placed at the starting point of so great a number of railroads. Frankfort well understood how to apply its wealth so as to secure for the future the advantages of its past leadership of German commerce.

The territory of this free city is so very small, that it would have been easy for the neighboring governments to lead the iron roads round it; but on the one side, the Frankfort money-keepers formed railroad companies before the governments thought it possible to make those roads at their own expense, and so they rendered themselves masters of the Mayence, Wiesbaden, and the Hanau-Bavarian roads. On the other side, when the governments were negotiating to make the railroads a speculation of their own, Frankfort profited by the rivalry of the different surrounding States, and by offering to spend greater sums than were required for the small extent of its own territory, it secured for itself the terminus of the Mayn-Necker and the Mayn-Weser roads. This apparent sacrifice of money to have established here the great starting point proved to be most profitable in every respect, for both of these railroads are already yielding an interest of nearly five per cent., whilst the money invested had been raised at about three and three-fourths per cent.; and as Frankfort obtained the condition that the entire benefit of the roads should be shared in proportion to the amount of cash actually advanced by each one, the free city at last made a most profitable business of it.

The high rank occupied by Frankfort in the stock trade makes it the first banking place of Germany. There are about twenty first-class banking houses. Amongst these are the Rothschilds, Grundins, Metzler, Bethmann, Deneufville, Ph. McSchmidt, and others, all well known in the commercial world. But the number of possessors of a million, and of some millions, is much greater than the number of the great bankers. The number of these in the stock trade and exchange business may amount to two hundred at least. There are about sixty brokers for stocks, exchange, and goods. A city bank, with a capital of ten millions florins, was established last summer, and has just commenced business operations.

The cotton goods trade of Frankfort is in the hands of some fifteen or more wholesale houses; amongst these are firms known in England, America, and China, as, for instance, Reiss Brothers & Co., (in London, Manchester, New York, and Hong Kong,) Schuster Brothers, (in London, Manchester, &c.,) W. M. Schuster & Son, Du Fay & Co., Kesler & Co. Of dealers in ribbons and laces, there are some twenty-five houses; in jewelry and bijouterie, fifteen or twenty houses; spirits, ten wholesale houses; book stores, paper manufactories, and stationary warehouses, some fifty. Many manufactories of chemical and pharmaceutical products, one of which, the quinine manufactory of Mr. Zunmer, is perhaps the first in the world. There are some

twenty houses for the sale of iron and metal, and a great number for the retail of French quincaillerie; for German woollens and yarns, some thirty houses; glassware, six to eight wholesale houses, some with extensive and rich supplies; agricultural products, sixty or seventy houses; clothing and articles of fashion, one hundred or more; wholesale silk houses, ten, some extensive; soap and candle manufactories and stores, fifteen to eighteen; lithographic establishments, twenty, those of Mr. Dondorf and Mr. Nauman are known all over Europe and in America; wholesale wine houses, sixty to seventy; hats and caps, some twenty-eight or thirty houses; colonial goods, twenty houses; sticks and canes, ten houses; hops, (an article of great importance,) twenty houses; preserved and dry fruit, ten to fifteen houses; tobacco and cigars, some fifty houses; tapestry, carpets, and woollen cloth of all kinds, at least fifty houses; watches and clocks, thirty houses. There are manufacturers of brass ware of much importance, of perfumeries, of optical instruments, of papastem ware, &c. There are four large establishments for preparing for market hares' and rabbits' fur. There are several breweries, wood and timber dealers, and establishments for making printers' black, &c., &c. As I have already stated, the manufacturing industry of the surrounding country may be looked upon as living on Frankfort capital. I have heard the yearly revenues of the total of the inhabitants of the city estimated at twenty millions of florins, which, at the rate of 5 per cent., presupposes four hundred millions of florins of capital. It is clear the city and territory of Frankfort are quite too limited for the employment of such a capital, and hence many of the inhabitants have been obliged to employ their funds and wealth in foreign enterprises. The great tradesmen have founded houses in France, in England, in America, and over the whole business world.

Frankfort is a member of the great German Commercial Union, and its custom-house is one of the most considerable of the league. In the partition of the duties it obtains a part three times greater than the share which would be allotted to her if made on the proportion of the number of inhabitants. The motive is obvious; the city generally consumes more than three times the provisions and merchandise consumed by any of the German countries with the same amount of population.

The commerce of Frankfort, since its accession to the Zollverein, in 1836, has declined in some articles, particularly in English cotton manufactures and in silk goods. In others it has been constantly increasing, especially in leather and leather ware, in German woollens, and lace goods.

That the whole commerce of Frankfort has made considerable progress since its annexation to the Zollverein may be seen by the following table of imports, from 1836 to 1852:

Years.	From abroad.	Zollverein goods.	Total.	Years.	From abroad.	Zollverein goods.	Total.
1836----	175,666	624,334	800,000	1845----	244,603	1,532,817	1,777,420
1837----	176,981	1,128,305	1,305,286	1846----	257,062	1,580,404	1,837,466
1838----	265,968	1,094,232	1,360,200	1847----	313,008	1,749,813	2,062,821
1839----	261,418	1,055,335	1,316,753	1848----	182,793	1,122,245	1,305,038
1840----	237,434	1,139,252	1,376,686	1849----	207,975	1,439,277	1,647,252
1841----	262,366	1,207,001	1,469,367	1850----	243,129	1,569,956	1,813,085
1842----	259,203	1,269,834	1,529,037	1851----	261,733	1,676,976	1,944,709
1843----	230,177	1,279,954	1,510,131	1852----	389,839	1,466,200	1,856,039
1844----	247,556	1,369,414	1,616,970				

In the above table are not included grains, firewood, timber, bricks, stoves, &c.

Another great progress in the trade of Frankfort, since it became a member of the Zollverein,

is shown in the operations in the articles of coffee, rice, wines, and brandies, of which there were imported as follows, in the years specified :

Years.	Coffee.	Rice.	Wines.		Brandies.	
			Home.	Foreign.	Home.	Foreign.
	<i>Quintals. (a)</i>	<i>Quintals.</i>	<i>Quintals.</i>	<i>Quintals.</i>	<i>Quintals.</i>	<i>Quintals.</i>
1836-----	14,352	-----	121,486	2,453	4,278	154
1837-----	29,521	712	79,078	3,361	15,304	334
1838-----	30,398	1,713	76,600	4,438	18,110	529
1839-----	30,877	-----	78,730	5,228	23,530	468
1840-----	33,034	-----	103,853	5,841	27,474	643
1841-----	37,269	-----	110,842	5,571	28,327	617
1842-----	35,486	-----	97,000	6,700	24,850	1,047
1843-----	36,566	-----	108,304	6,077	19,936	534
1844-----	39,621	-----	69,100	8,735	32,203	646
1845-----	40,330	3,684	52,125	9,441	34,015	608
1846-----	41,454	4,555	43,435	9,058	40,970	655
1847-----	65,638	12,070	141,275	8,252	14,020	710
1848-----	52,361	-----	74,792	9,472	19,767	1,067
1849-----	76,647	-----	85,446	12,795	22,690	1,769
1850-----	52,316	-----	80,732	6,026	28,801	847
1851-----	54,333	12,046	85,125	6,082	27,047	810
1852-----	57,891	20,891	76,676	6,213	28,482	755

(a) The quintal, whether for solids or liquids, is equivalent to the centner, 110 lbs.

The great fluctuations in the wine business are, of course, the result of good or bad vintages. I regret not being able to add to this table the transactions of the last year. I am told the trade in rice in 1853, and so far in 1854, has been very considerable; and this seems a very likely result of the high price of bread during that period, and because the duties on rice have been suspended all the time. The consumption of rice is more general in the north of Germany than in the southern part; but its use is steadily increasing, and it will probably become an important article of trade for this part of the country.

The constant progress until 1847, the culminating point of the Frankfort trade, is evident and striking, as is also its great decline in 1848. Since the latter date it has been gradually rising again; but in 1852 it had not yet attained the importance of 1847.

The following table shows the duties paid at Frankfort on account of the Zollverein. The numbers represent florins.

Years.	Import duties.	Export duties.	Transit duties.	Years.	Import duties.	Export duties.	Transit duties.
1836-----	-----	16,164	49,940	1845----	1,496,599	41,403	33,887
1837-----	922,051	11,244	58,744	1846----	1,460,549	25,053	24,290
1838-----	1,460,523	47,905	75,651	1847----	1,458,669	12,025	23,270
1839-----	1,536,244	36,092	58,104	1848----	1,247,492	6,299	15,251
1840-----	1,605,903	58,607	63,186	1849----	1,398,335	15,952	13,249
1841-----	1,647,149	77,025	68,265	1850----	1,426,054	12,977	12,312
1842-----	1,678,080	62,515	49,149	1851----	1,505,862	14,827	8,170
1843-----	1,509,084	46,201	46,104	1852----	1,539,308	25,024	4,851
1844-----	1,473,666	74,758	43,081				

This table is creditable to the commerce of Frankfort. It paid duties in 1852 even somewhat more than 1845, whilst the general receipts of the Zollverein have been decreasing since 1845.

Large quantities of foreign goods were imported into Frankfort just previous to 1836, when it was understood she would become a member of the Zollverein and from 1836 to 1839; it is probable foreign goods were consumed in much larger quantities than imported. Still, in the early part of the union, the duties on imports were levied mostly on manufactured goods; thus, in 1838, 880,478 florins; in 1839, 954,295 florins; in 1840, 978,589; in 1841, 974,540 florins; and in 1842, 1,001,143. Since 1842 this part of the revenue has dropped, by degrees, to 555,134 florins in 1852. On the other hand, duties levied on colonial articles, drugs, and eatables, have exhibited a regular and a very considerable increase. Thus, in 1837, 241,923 florins; in 1838, 550,631 florins; in 1841, 644,119 florins; in 1847, 799,173; in 1849, 863,242 florins; and in 1852, 960,379 florins.

The commerce of Frankfort in foreign manufactured goods was most flourishing during the period beginning with the downfall of Napoleon's continental system, and expiring with the increasing extension of the Zollverein. During that time the home manufactures were, in general, too weak to stand against foreign competition; so the consumption of foreign goods was by far larger than now, and the whole southwest found no better furnished market to buy foreign merchandise than that of Frankfort. I have carefully examined the records of this consulate, and of the consulates for the two Hesses, for the past three years, in order to ascertain something of the nature and extent of the trade between this part of Europe and the United States. From these registers I have constructed the following table or statement of the principal exports from Frankfort-on-the-Mayn, and vicinity, to the United States, for the three years preceding the 30th June, 1854.

Articles.	Year ending June 30, 1852.	Year ending June 30, 1853.	Year ending June 30, 1854.	Total for three years.
	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>
Hares' fur	408,460.10	412,161.00	419,549.32	1,240,170.42
Wines	17,824.51	15,759.30	26,307.56	59,891.37
Stationery.....	5,545.40	27,658.51	34,801.03	68,004.94
Segars	59,911.51	71,540.07	112,484.23	243,935.81
Hosiery	43,487.02	41,861.31	9,243.63	94,591.96
Jewelry	1,494.52			1,494.52
Hardware	8,200.39	8,576.31	7,562.47	24,339.17
Leather	9,751.47	5,740.44		15,491.91
Cloth	330,612.14	141,189.07	221,968.29	693,769.50
Dry goods	2,563.47	30,420.51	50,975.18	83,959.16
Chemical products.....	1,000.00	745.00	11,117.50	12,862.50
Total.....	888,850.53	755,651.52	894,009.21	2,538,511.26

Besides the articles enumerated in this table, several others were occasionally exported in small quantities; but I have here placed all those generally considered as suited for the trade.

This table shows a small increase in the business with the United States; but the real increase is much greater than here exhibited, because, for a portion of the early part of this period of three years, the business for Baden was brought to this consulate, and appears on the

records as among the Frankfort exports, but towards the close of this period it was transacted at Mannheim by the consul established there.

One of the chief articles of export is hatters' fur. This city and neighborhood are among the principal places of production, or rather for preparing this material. The hare skins are brought here from Russia, Wallachia, Turkey, Austria, and Germany, generally, to the estimated amount of three millions of skins, or 6,000 bales annually. Much of this supply is obtained at Leipsic, which is one of the centres of this trade. About 1,500 bales of these skins are consumed by hatters in Germany and Austria, and the remaining 4,500 bales go into factories to be turned into hatters' fur for more distant markets. About $\frac{5}{6}$ of this, or the produce of 3,750 bales, are forwarded to the United States, and the other $\frac{1}{6}$, or the produce of 750 bales, goes to France, Italy, and other parts of Europe. The aggregate value of supplies of this article sent yearly to the United States has been stated to me by one of the largest dealers here to amount to 400,000 or 450,000 dollars. If he be correct, a great number of invoices must have escaped the notice of the consulate. He may, however, have had reference to the amount realized for the article in the United States. France, England, and Belgium produce, also, in some quantity, hares' fur, but the far greater amount of their export is coney wool, of which this part of Europe furnishes very little.

In the last report of the Hon. Secretary of the Treasury it is proposed to admit hares' fur "duty free." This would certainly not prejudice any branch of industry in the United States, because neither hares nor rabbits in any number are found there, and there are no establishments there to cut and prepare the fur, nor can there be any to compete with those of this country, in consequence of the higher price for labor. Hatters' fur may be said to be an article of first necessity. If admitted free, it would, to be sure, enable our hatters to compete with those of France. But I do not think it would have the effect to increase the importation, because it is one of those articles of natural production the supply of which is not at all influenced by the demand, and the United States already receives the larger portion of what this country has to offer. Nor would it check the importation of French hats materially, for those who have used such will, probably, not be deterred from continuing to do so by a trifle of difference in the price.

The export of German wines has rather increased during the past year, but for the year now commencing it may not be so great, in consequence of the bad vintage. The true character of the vintage is not yet known, but it is certain that prices are some 25 per cent. higher than one year ago. It would be difficult for me at present to state the difference between the wholesale and retail rates, as profits here, as elsewhere, are constantly fluctuating.

The exports of stationery show an increase during the past three years, and I am assured the coming year will exhibit a further augmentation. This stationery is of the fancy order, such as cards, envelopes, &c.

Segars now form an important item in the exports to the United States. Those from this neighborhood are mostly made of tobacco produced in the country, especially on the river lands between this and Carlsruhe, in Baden. Some of this tobacco is of a good quality, and the low rate of labor here makes the manufacture and export of segars a large and profitable business.

The shipments of hosiery have not proved to be profitable, and will probably cease altogether. The article of varnished leather is in the same category. From the table herewith it would appear that the exports of jewelry ceased some three years ago, but such is not the case. At Hanau, in Hesse Cassel, at about half an hour's journey from this, are some of the most

renowned jewelry manufactures in all Germany, and very large quantities are there made expressly for the American market; but the invoices are no longer presented at this consulate or that for Cassel, and how the goods pass through the custom-houses in the United States will be a proper subject of inquiry when I shall have my exequatur for the electorate.

The trade to the United States in woolen cloth is mostly in the hands of two or three houses. Some establishments manufacture expressly for the American market, and other supplies consist of goods that remain over from the great German fairs, and are sent to distant places, so that they may not press upon the home market and affect the regular prices here. The last fair of Leipsic was a very bad one, in consequence of the eastern troubles. I am told that at the close of the fair dealers from this city secured large quantities of woolen at less than manufacturers' prices, and shipped them off to America, according to the conditions of the purchase. I am not yet sufficiently informed to speak of the commerce of Frankfort with the United States, except in general terms.

Frankfort belongs to the Zollverein. Its commercial regulations are the same as those of the other members. Prussia is the head of the Zollverein, and at Berlin is established the central bureau.

It is only since the first of the year that exchange on the United States has been regularly quoted here. The following table gives the rates from the 1st January to the 30th June, 1854, for short sight bills:

On what place.	January.	February.	March.	April.	May.	June.
New York.....	2. 21 a 23	2. 22½ a 25	2. 24 a 26	2. 23 a 26	2. 23 a 25	2. 22½ a 24½
Baltimore	2. 21 a 25	2. 22½ a 26½	2. 23 a 26½	2. 22 a 25	2. 22 a 25	2. 21 a 25
Boston.....	2. 21 a 25	2. 22½ a 26½	2. 23 a 26½	-----	-----	-----
New Orleans.....	2. 21 a 26	2. 22½ a 27½	2. 23 a 26½	-----	-----	-----
Philadelphia.....	2. 21 a 25	2. 22½ a 26½	2. 23 a 26½	-----	-----	-----
St. Louis	2. 21 a 26	2. 22½ a 27½	2. 23 a 26½	2. 23 a 26	2. 22 a 25	2. 21 a 25

The exchange is understood to be at one dollar, for two guilders and kreutzers, Rhenish currency, more or less. The guilders equal to 60 kreutzers.

As to the salaries of clerks and the prices of labor, I am enabled to give the following rates, furnished me by a citizen of the place. The salaries of clerks in banking houses, \$250 to \$700 per year; the salaries of clerks in merchants' houses, \$200 to \$600 per year; servants in banking or merchant houses, \$120 to \$150 per year; wages of a carpenter, per day, in summer, 29 cents net; in winter, 27 cents net; wages of a mason, per day, in summer, 29 cents net; in winter, 27 cents net; wages of a blacksmith, per day, 40 cents, or 50 cents per week and boarded; bakers, 40 cents per week and boarded; coopers, 48 cents per week and board; house servants—women, from \$1 to \$2 40 per month; men at all prices, from \$6 to \$8, down to their board only. Recently the price of labor has somewhat advanced, but still there are a great many unemployed hands. Expert workmen, and good, experienced servants, obtain higher rates than here stated, but there is a vast throng who cannot even get work at rates under these. * * *

I again pray you to bear in mind that the information asked for in your several circulars has reference to a period when I was not yet consul. I hope, however, the present communication may not prove altogether void of interest.

DECEMBER 21, 1854.

I have the honor to transmit the following observations on the FRANKFORT FAIRS, once so renowned, but now comparatively insignificant:

The oldest charters relative to Frankfort-on-the-Mayn are of the year 794. The one is a deed of donation made at Frankfort by the emperor Charles the Great; the other, a decision of a council held here. In fact, this place derived a great deal of its consequence from the imperial residence, (the Saalhof,) and from its being the place of meeting of numerous ecclesiastical and imperial assemblies; as on the other side the importance of the town, together with its favorable geographical situation, attracted such assemblies, and made it peculiarly convenient and fit for them.

Although there is no doubt Frankfort was, at a very early period, a much frequented and a very industrious place, yet but few details can be found concerning its commercial activity, and especially its fairs.

The first charter where we find the fair mentioned is of the Emperor Frederick II, given in his camp, when beseiging the Apulian Castle of Esculi, on the 11th July, 1240. The emperor, by this charter, takes under his own protection and that of the empire all those going to, and returning from, the fair held in Frankfort, and threatens with his imperial wrath those who might presume to disturb or hinder them. So was laid one of the foundation-stones on which rests that important institution—liberty and security of travel and intercourse. The other one, no less necessary to enlarge the amount of commercial transactions, was exemption from customs. This, however, was not granted to all, or generally, but only to some classes of individuals, or to some towns, by special privileges—at least, not until the dissolution of the German empire.

Before proceeding further, notice should be taken of the origin of the second fair which is held in Frankfort. It was established by the emperor, the Bavarian Louis, who gave at Munich, in 1330, a privilege to the burghers to have, in addition to the fair they had from old times, another with similar privileges; that nobody should molest or injure the merchants going to or from that fair; and if any body, notwithstanding, should interfere, the burghers should have the right to cite such offenders before the imperial bailiff and the court established in their town, and in case of need all the vassals of the empire should assist to bring them before the court for punishment.

Other charters, given by the same emperor, in 1332 and 1337, confirmed and extended these privileges. It will be seen by them that the Frankfort burghers were free from all customs throughout the whole empire.

The last established fair is the new fair, also called lent, or easter fair, because it was held in the great lent before easter; whilst the old fair is also called Mary fair, being held between our Lady's birth and assumption, or St. Bartholomew's fair, because the anniversary of that apostle, under whose patronage is the great cathedral, falls at the same period; now it is commonly called the harvest fair.

The earliest privilege for the safety of life and property on the public roads, to visitors of the Frankfort fair, was given, as already stated, in the year 1240, by the Emperor Frederick II. His death, and the extinction of his house, were followed by the great interregnum, commonly called the reign of club-law. In that dreadful period, almost all the privileges and useful rights of the crown disappeared, usurped as they were by the strongest and most daring. Public roads had always belonged to the emperor; he provided for their security, and he alone had the

right to levy customs. Now, on the contrary, private persons not only thought it proper to exact duties on goods passing through or along by their estates, especially on rivers, but many of them went still further, and robbed the travelling merchants. As there was no protection in the imperial authority, six towns on the Rhine and Mayn, so early as 1254, entered into a league to secure their burghers from these depredations. These towns were Mayence, Worms, Spire, Frankfort, Bingen, and Oppenheim. Such was the beginning of the Rhenish towns' league, embracing at last sixty towns. This example was shortly after followed by the Swabian towns, to the number of thirty-eight; and the Hanseatic league, which had existed long before, now enlarged its limits of usefulness.

The burghers, being at that period very valiant, made frequent excursions against the noble waylayers, and attacked their castles. But their most important measure was the establishment of an armed safe conduct as a regular institution. It was a much called for and necessary protection to all commercial enterprise, and especially to the business of the fairs. Nor did the authorities of Frankfort limit their protection to the escort of the burghers and strangers coming to the fair, to its own territory. The senate entered into numerous covenants with the neighboring princes and barons to the same purpose, partly inducing them by loans of ready money, and partly by other advantages. Although the armed escorts so obtained secured travellers under ordinary circumstances, it is to be conceived, however, that they must sometimes yield to superior force. So we learn that in 1366 the Count of Nassau, an ancestor of the now reigning duke, attacked the cloth workers of Limburg, (an Episcopal town,) then on the way to the Frankfort lent fair, dispersed their escort, and robbed them of 300 pieces of cloth. In 1371 the Counts Isenburg took from the merchants going to the fair goods to the value of more than four thousand florins, at that period a very considerable sum. But in general, by taking the required precautions, the merchants could reach the fair without real danger.

Whilst, in the absence of the imperial authority, the towns protected themselves by peculiar covenants, the church, on her side, also endeavored to secure public safety. Her exertions were not ineffectual. She succeeded in establishing in the greater part of Germany what was called God's truce. This, however, was not an abolition of private war and pillage of the enemy's subjects, but only the exemption from it for certain days of the week of certain classes, and of goods belonging to certain classes of persons.

It was not until 1495 that private wars were entirely forbidden. That important event was the act of the Emperor Maximilian and of the diet assembled at Worms. But the feeling that it was lawful for any free-born man to declare war against another, and to rob him or his subjects, was so deeply rooted in the minds of the people that the practice still continued for more than half a century longer, until the imperial decrees concerning general peace were completely settled and put in force. Nor did this happy state of things—during which science, arts, and commerce flourished throughout the whole of Germany—continue for a long time. The dreadful war of thirty years (1618 to 1648) ensued, and its disastrous consequences can scarcely be imagined. We need not say there was no safety, then, on the public roads. Frankfort and the other commercial towns did what they could to maintain commerce and support fairs, but we read that for many a year there was no fair held at all, and that the merchants of some countries could not even reach the town.

When, in the general exhaustion following that sad period, commerce and fairs revived slowly and by degrees, we discover a great change concerning public roads and the safety of travel. By the peace of Westphalia many of the prerogatives of the emperor had been abolished. He

now was more a president of a confederation of princes and free cities than their sovereign. What the emperor had lost the princes had won, and their territorial supremacy was now not only a matter of fact, but established in right, so they had a greater interest in securing public roads from professional and occasional robbers, and they succeeded so well in securing safety that shortly after the above treaty of peace real armed escorts were not needed in the greater part of Germany. The princes issued only a written safe conduct to every party of travelling merchants, and their safety was secured. And thus safe conduct became a source of revenue, which the princes retained until the dissolution of the empire, and even afterwards, changing merely the name to that of transit duty, or passport taxes.

This leads us to cast a glance at the history of customs, so far as connected with the Frankfort fairs.

That all tolls and customs, as the roads themselves, where they were levied, belonged to the emperor, is an axiom of public right, and, indeed, at almost all their palaces or in the imperial towns the emperors had their custom offices. But they themselves frequently lessened the produce accruing from tolls by two distinct ways. In want of money, as they often were, they alienated the right of levying tolls at one or another imperial toll-house, mortgaging it, or giving it in fee to some vassal or imperial town, as security for a loan, or in consideration of an advance to meet their wants. On the other hand, they exempted from paying customs those towns they wished to favor. Thus, there is a charter of 1073, by the Emperor Henry IV, by which the burghers of Worms are exempted from all imperial customs throughout the empire. Now, under my eyes, I have a similar charter concerning Frankfort. It is a letter written in 1280 by the Emperor Rodolph I. to his custom officers at Frankfort, in which he confirms the exemption existing of old of the citizens of Strasburg, that they should pay no customs at Frankfort, nor those of Frankfort at Strasburg. But by a treaty of the magistrates of these towns it may be seen that even at that early period the customs were still levied in the name of the emperor, although totally or in part for the benefit of the towns. Afterwards, certain customs of Frankfort belonging to the emperors were given by them as a fee to the Knight of Hensenstam, near Frankfort. In 1426 the senate bought it from one of his descendants, and thus invested their city with this most valuable right. The sutzel toll (little toll) possessed as a fee by the Knight of Sachemhausen is of the same kind.

This great toll, called also the Hensenstam toll, was not only not suspended during the fair, but was even doubled. From the fact, however, that it was doubled only in the time of the harvest fair, and not during the spring fair, it may be concluded that the practice was more ancient than the spring fair, i. e., 1330. It might well seem to be a stupid measure to increase the income of the town, but it can be said in its favor, that the greater part of this custom had more the character of an excise on consumption, and it had no material influence on commerce. The burghers had to pay it as well as strangers, and, by the list of taxes, it appears to have been extremely moderate.

Without entering into the financial and commercial system of Frankfort, we may say that there were other customs, to be paid only by strangers; there were, also, prohibitions of certain kinds of goods, especially of those produced by the guilds. It is clear that such prohibitions and differential duties were inconsistent with a fair; and, indeed, during the fair they were, in a manner, suspended or inoperative. It is instructive, as characteristic of the middle age, to note how such suspension was effected. The prerogatives of Frankfort citizens or goods were not suspended by a general proclamation, nor to the benefit of all people indiscriminately, but

by way of privileges granted individually to those persons or towns who granted to Frankfort similar equivalent concessions. A great number of commercial or manufacturing cities succeeded in assimilating their citizens, during the fair, to those of Frankfort by granting reciprocal advantages. The neighboring princes could only obtain this for their subjects by exemptions made to the profit of the citizens and commerce of Frankfort. It must be allowed that the senate showed much skill in these matters.

There were but three cities possessed of exemption by an act of grace of the emperors. They were Worms, Bamberg, and Nuremberg. The period when they first obtained that grace cannot be ascertained, but the mere fact that the emperors could grant them so great an advantage, without the concurrence of Frankfort, proves that it must have been at a period when the emperors really possessed the toll income, and could dispose of the imperial towns almost as their property. At the solemn court of justice, before the harvest fair, the messengers of the above mentioned towns appeared with sifers and trumpeters before the imperial bailiff, and handed him a gauntlet, the sign that the object of their message was the emperor's will, and a pound of pepper, and similar articles of their commerce, as a recognizance that what they asked was not a right, but a grace, and then asked that their exemption from customs should be prolonged for a year more. Worms, under the Saxon and Franconian dynasties, was by far the greatest commercial town in the whole empire. Afterwards Nuremberg surpassed it, as well by its commerce as by its extensive manufacturing business. The privileges these cities enjoyed were of great practical benefit. I have seen an act of the senate of 1577, where it is stated that one single citizen of Nuremberg brought to the fair more than a thousand bales of goods.

Statistics are an invention of modern times, and of course we have no statements of the sales of the Frankfort fairs within the middle ages, and even not until within a very recent period; nevertheless, there is no doubt the fifteenth and sixteenth centuries were the most brilliant periods of the fairs. Not only many of the raw productions of the neighboring countries were constantly to be found at Frankfort, but the manufactured goods of Germany, then very much esteemed, and also those of the low countries. From the whole southwest, including Alsace and Switzerland, the merchants looked to Frankfort for their supplies. It need not be said the war of thirty years had a disastrous influence on the fair, as well as on the trade generally. In the eighteenth century some important ameliorations had taken place, but at the present day, if we concede that Frankfort is the greatest commercial place in the southwest of this country, we must also allow that the fairs represent only a small portion of its whole commerce. Formerly, the retail merchants of Hesse, Baden, Wurtemberg, Fleuringen, &c., provided themselves once or, at most, twice a year with all they needed, and of course they obtained these supplies at the Frankfort fairs; now, this mode of business is entirely changed by the railroad communications and other circumstances.

The wholesale business of Frankfort never was, after the sixteenth century, on so great a scale as the wholesale trade of Northern Germany, nor its fairs so large as the fairs of Leipsic, or even of Frankfort-on-the-Oder. Here are not displayed such enormous quantities of goods as are heaped up in the two last named towns, nor is the demand from so great a circuit of country. The fair here has scarcely any customers from foreign lands, whilst Leipsic, on the contrary, furnishes the Moldavian and Wallachian merchants not only with Zollverein goods, but also with English and French goods, which are there in large quantities, and nearly as cheap as at London and Paris, because they are in bond and not yet subject to duty. The merchants of Leipsic sell to refined and rich boyards, who take a good kind of merchandise, and

pay well. Before Poland was incorporated with the Russian custom system, the fair of Frankfort-on-the-Oder had a similar advantage of Polish boyards; now, it has nearly lost those valuable customs, but it still has those of Posen, Pomerania and the lowlands of the Vistula, who, in social condition, much resemble the people of Poland and Russia. Besides, the fair of Frankfort-on-the-Oder is important as to leather, hides, wool, and other raw productions. Frankfort-on-the-Mayn scarcely approaches it, even in leather, though its leather fair really is very extensive, and growing more considerable every year. During the present fair, the wagons loaded with leather, entering the city, formed a line of more than two miles in length. In regard to leather, the fair of Brunswick must be mentioned as important, but in all other respects it is inferior to Leipsic or either of the Frankforts.

Before leaving this comparison of the fair towns, I will say a few words on the book trade, so important an object for this studious country.

The Frankfort book trade is still considerable, and more so than that of Cologne, Breslau, Munich, and other towns of a greater number of inhabitants than this, but it cannot be compared to what it was formerly. The earliest history of the art of printing is closely connected with Frankfort, and Frankfort was for centuries what Leipsic now is—the centre of German book trade, and at whose fairs the booksellers resorted to make purchases and to bring up their accounts. The Frankfort fair was, indeed, also a book-selling fair.

Until within the last twenty or thirty years, wool formed a considerable item in the trade, and especially in the fair business of Frankfort, whilst now there is sold only the produce of the neighboring countries. During the last century a capital, which is said to have reached four or five millions of florins every year, was employed in that branch. The Frankfort bankers opened a large credit for the great Austrian wool producers, and received, on consignment, the wool, which from here went down the Rhine, at the rate of 20,000 quintals on an average yearly. Now the large and excellent wool manufactories of Austria consume the greater part of the home raw produce. What is exported from Austria is brought by the Zollverein wool manufacturers themselves, who go year by year, with letters of credit, into Hungary to make their purchases.

Before the accession of Frankfort to the Zollverein, the trade, and especially the fairs, were furnished as follows:

From England, with cotton goods of all kinds, twist, mixed woven stuffs, ordinary leather wares, white and colored crockery and china ware, coarse hardware, &c.

From France and Switzerland, with cotton goods, silk and cotton goods mixed, watches, fine and common hardware, fancy goods, fine leather goods, (Grenoble, Paris, and Luneville,) china, cambrics, and fine woolen stuffs.

From Austria, with glass and crystal ware, iron and steel, shawls, watch cases, bronzed wood and metal wares, piano-fortes, (Vienna,) woolen goods.

From the Netherlands, with cloth.

The finer sorts of these articles make up, even now, the bulk of the foreign goods offered at the fair.

In the fair imported goods enjoy this great advantage: customs are paid on that part only which is really sold, and the remainder may be re-exported. This advantage, of course, has nothing to do with home articles; and so it is evident a fair must decline, if, by the increase of home industry, home-made goods are substituted for the foreign. The Frankfort fairs show

this. But if the fair is less important than formerly, the whole amount of the commerce of the place has evidently increased.

Another reason to lessen the importance of the fairs is the fact that an extensive trade, bearing the character of fair business, has extended over the whole year. The wholesale dealers of Frankfort and Leipsic are allowed, during the whole year, to import foreign goods without paying the duties. They have an open account in the custom-house, wherein the imported goods and the rate of duty are noted down; twice a year their storehouses are revised, the remainder, together with what has been re-exported, according to the evidence of the frontier custom-house, are subtracted, and the rest, representing the amount sold for home consumption, is the part on which duty is paid. During the fair, the merchant transfers the whole of his account to what is called fair account, and thus he enjoys the benefit of the fair reduction, (toll-rabate,) established for foreign goods brought to, and sold at, the fair, and amounting together, on an average, to five per cent. of the ordinary customs. What he fails to sell at the fair, he again transports to his ordinary custom-house account. In the professional language they call this right "*conto reelet*." The wholesale wine dealers enjoy, throughout the whole Zollverein, a similar advantage, and the practice, in general, has proved to work well. In the treaty by which Hanover and Oldenburg were annexed to the Zollverein, it has been stipulated that this right of current custom-house account should be extended to some other towns, but as yet nothing has been done in that way.

It is clear that if we would determine the fair business, we should add the transactions made "*in bond*." This, however, is difficult, on account of the incomplete publications and statements by the Zollverein board, by newspapers, or to be obtained from merchants. It is evident that the fair has sunk; since Frankfort joined the custom-house union, the general trade has increased fully in an equal proportion.

If we exclude from the operations of the fair the extraordinary year of 1848, we find but very insignificant fluctuations for the period of ten years, up to 1852. Foreign goods show the smallest amount in 1849, (24,000 quintals,) and the greatest amount in 1843, (36,000 quintals.) The largest amount of goods of all countries brought to the fair in any one year was in 1843, when they reached to 154,018 quintals, and the same was nearly equalled in 1846, when they reached to 153,600 quintals. The smallest quantities were those in 1849, (119,045 quintals,) and 1852, (119,971 quintals.)

The annexed table will show the amount of goods received at each of the two fairs—April and September—but they do not include those on custom account, that is, *in bond* :

Statement of quintals of goods received at the two Frankfort fairs from the commencement of 1842 to the end of 1852.

Years.	Lent fair.			Harvest fair.			Grand total of the two fairs.	
	Home goods.	Foreign goods.	Total home and foreign.	Home goods.	Foreign goods.	Total home and foreign.	Goods of all countries.	Foreign goods.
1842 ---	56,664	18,254	74,918	49,779	17,290	67,069	141,987	35,544
1843 ---	60,899	21,585	82,484	56,638	14,896	71,534	154,018	36,481
1844 ---	54,841	13,853	68,494	62,611	15,912	78,523	147,017	29,765
1845 ---	50,922	12,247	63,169	63,563	16,928	80,491	143,660	29,175
1846 ---	62,486	17,544	80,030	64,333	9,237	73,570	153,600	26,781
1847 ---	55,671	14,030	69,701	58,773	11,439	70,212	139,913	25,469
1848 ---	44,773	12,252	57,025	44,631	7,318	51,949	108,974	19,570
1849 ---	48,345	13,449	61,794	47,695	10,556	58,251	120,045	24,005
1850 ---	45,664	14,227	59,891	48,546	15,689	64,235	124,126	29,916
1851 ---	48,927	18,065	66,991	47,496	13,384	60,880	127,872	31,449
1852 ---	46,410	15,068	61,478	45,823	12,670	58,493	119,971	27,738

It is generally understood that the years 1853 and 1854 show somewhat greater numbers; it is, therefore, reasonable to say that within the last twelve or thirteen years the amount of fair business has proved to be nearly stationary.

It may be of some interest to see from what part of the Zollverein the goods are brought to the fair. The following statements will give this at a glance:

Statement of quintals of goods brought to the several German fairs in 1850.

FROM--	TO--						Per cent. of each.
	Frankfort-on-the-Oder.	Naumburg.	Leipsic.	Brunswick.	Frankfort-on-the-Mayn.	Total.	
Prussia, eastern provinces--	150,810	2,309	83,756	16,704	1,345	254,924	56.3
Prussia, western provinces--	23,815	470	59,959	8,650	33,839	126,733	
Luxemburg -----			180	252	1,925	2,357	0.4
Bavaria -----	3,813	106	14,392	563	9,195	28,069	4.1
Saxony -----	43,231	1,667	108,582	11,242	10,117	174,839	25.8
Wurtemberg -----	134	4	1,753		3,132	5,023	0.7
Baden -----			321	93	5,266	5,680	0.8
The two Hesses -----	72	220	828	1,211	16,257	18,588	2.8
	410	553	35,243	1,849	9,069	47,124	7.0
Brunswick -----	870		1,377	1,755	633	4,635	7
Nassau and Frankfort-on-the-Mayn -----	76		5,133	789	3,432	9,430	1.4
Total -----	223,231	5,329	311,524	43,108	94,210	677,402	100
Proportion to each place, per cent.-----	33.0	.08	46.0	6.3	13.9	100	

Statement of quintals of goods brought to the several fairs of Germany, in 1852.

FROM—	TO—					Total.
	Frankfort-on-the-Oder.	Naumburg.	Leipsic.	Brunswick.	Frankfort-on-the-Mayn.	
Prussia, eastern provinces.	175,681	2,034	86,305	14,899	1,252	280,171
Prussia, western provinces	29,092	530	61,546	8,140	36,462	135,770
Luxemburg			726	800	2,148	3,674
Bavaria	1,071	91	18,593	364	8,288	28,407
Saxony	53,933	1,511	115,311	10,743	7,906	189,404
Wurtemberg		2	1,012	1	3,204	4,219
Baden	105		1,800	11	5,069	6,985
Hesse, Electorate	41	221	3,233	1,407	3,967	8,869
Hesse, Grand Duchy	21		664	25	11,859	12,569
	229	413	43,793	1,911	7,836	54,182
Brunswick	834		3,408	2,801	772	7,815
Nassau	235		66	119	3,370	3,790
Frankfort-on-the-Mayn	168		8,392	1,008		9,568
Total	261,410	4,802	344,849	42,229	92,133	745,423

A U S T R I A .

AUSTRIA.

VIENNA.

GEORGE W. LIPPITT, *Consul*.

OCTOBER 23, 1855.

The only publications which I have been able to procure, of the kind mentioned in the circular of the department of March 15, 1854, are the three last Austrian tariffs: that of 1838, that which succeeded this in February 1852, and the existing one, which went into operation on the 1st of January, 1854. With these I have forwarded a copy of the "Report of the Chamber of Commerce and Trade for the Arch Duchy of Austria below the Enns," which is valuable for the tabular statements it contains of the various manufacturing establishments of this district, and of the wages paid in them. The Austrian government publishes from time to time statistical reports on the export and import trade of the country; but the last of these is for the year 1851, and has already, with its predecessors, been forwarded to the department. These reports, however, do not state from and to what countries the commodities are imported and exported, but only the frontiers by which they enter and leave the empire. On the same principle, exports and imports are classed at the custom-house here; so that it is hardly possible to learn the exact amount of the trade between this district and America. In a seaport such information can, of course, be obtained easier. Here the only guide to it is the invoices, presented at the consulate for verification, and these, as is well known, represent only a portion of the trade in question. In comparison with that of many other districts, this trade is not important; but it appears to be on the increase. The imports, with the exception of cotton, which is received via Trieste, are small, and consist chiefly of the various preparations of India rubber, and agricultural implements. The principal articles of export are shawls, pearl buttons, fancy goods, glassware, woolen, and silk and woolen goods, wine, rags, musical instruments, toys, &c. The invoices are generally small, in amount from \$200 to \$600; sometimes, however, though rarely, several thousand dollars.

As Vienna is the capital and seat of government of the country, and an inland city, I can only state, in answer to the questions of the "circular," that a treaty of commerce was concluded between the United States and Austria in 1829, and that, so far as is known to me, the provisions of this treaty are faithfully adhered to. The moneys, weights, and measures known and in common use here, are as follows:

Moneys.—Florins, kreutzers, and pfennings; the florin containing 60 kreutzers, and the kreutzer 4 pfennings. The silver florin is equal to 48½ cents federal money. The circulating medium of the country now is the paper of the Bank of Austria, which varies in value, from day to day, with the rates of exchange. The depreciation of this money during the last three years has ranged from 8 to 40, and even 45 per cent.; it is now 14 per cent. The bank bills are for 10 kreutzers, and for 1, 2, 5, 10, 50, 100, and 1,000 florins. The silver coins are 6, 20, and

30 kreutzers, and 1 and 2 florins. The gold coin is the imperial ducat, of $4\frac{1}{2}$ florins silver in value.

Weights.—The commercial weight is the pfund, or pound, known as the Vienna pound. It is divided into 4 quarters, 16 ounces, and 32 loths. 100 Vienna pounds are equal to $123\frac{1}{2}$ English pounds. The weight which is used to estimate duties at the custom-houses is the Zollverein pound, 100 of which are equal to $89\frac{1}{4}$ Vienna pounds.

Measures.—The measure for corn is the muth, which has 30 metzen; the metzen is equal to $1\frac{3}{4}$ English bushels. The measure for cloth is the Vienna ell, $\frac{8.5}{100}$ of an English yard. The long measure is the kalftu, which has 6 Vienna feet; the foot being equal to $1\frac{3.7}{100}$ feet English; the mile is $4\frac{7}{10}$ miles English. The measure for wine is the eimer, which has 40 masses and 160 seidels, and is equal to $14\frac{9.4}{100}$ English gallons.

SECOND SERIES.

1st. The articles exported from this district to the United States are of such a character—mostly fancy goods, shawls, pearl buttons, and musical instruments—that I can neither obtain prices current, nor classify them myself in such a way as to give the statements of the price specified, without an amount of labor altogether disproportioned to the results which would in any case be accomplished. There are, in fact, no general principles of classification, so far as the most important articles of export are concerned, which would help me in this work; and my only means of determining the correctness of the invoice prices is my general acquaintance with this market, aided by a comparison of one invoice with another, and by requiring the parties occasionally to exhibit the original bills of the articles purchased.

2d. The commodities exported from this district to the United States are forwarded, with very few exceptions, to Bremen and Hamburg by railway, and thence by steam or sailing vessels to America. The freight and insurance on the railway to the above mentioned ports is about 3 florins ($1\frac{1}{2}$ dollars) per Zoll-centner. (a) The commissions received for purchasing goods here varies with their character; for most of the articles exported to the United States, it is 5 per cent.; for others, 2 per cent.

3d. There is no fixed rule here in regard to terms of sale. All that can be said is, that there is a greater approach, as compared with the United States, to the cash system. Where cash is paid, however, a discount is usually allowed, varying, for the articles here in question, from 2 to 10 per cent. The credits are according to agreement, from 2 months to 4 and 6. Brokers are not generally employed.

4th. The exchange on Augsburg is usually made the basis of estimate, in order to determine the value of the paper currency. Thus, if exchange on Augsburg is 120 per cent., it is estimated that 120 paper florins are equal to 100 silver; and in this way the amount of an invoice, in the paper currency of the country, is reduced to its amount in silver, and then to its value in the currency of the United States. For the year ending July 1, 1855, the average rate of exchange for each month was as follows:

1854—July.....	28 per cent.	1855—January.....	27 per cent.
“ August.....	21 “	“ February.....	27 “
“ September.....	$17\frac{1}{2}$ “	“ March.....	27 “
“ October.....	21 “	“ April... ..	26 “
“ November.....	25 “	“ May.....	$26\frac{1}{2}$ “
“ December.....	28 “	“ June.....	26 “

(a) 110 pounds.

It has since fallen to 14 per cent., the present rate.

5th, 6th, and 7th. The "Tariff" forwarded will show the duties on exports and imports, and the "Report of the Chamber of Commerce for Lower Austria" gives the wages paid here for the various kinds of labor. The average amount paid for skilled labor will be found to be about six florins, less than \$3, and at present, \$2 50 per week. At a distance from the city, in the manufacturing establishments, it is not so much ; not more, I should judge, than \$1 50 to \$2 per week. In shops and counting-rooms, the salaries paid are, in general, much smaller than with us.

HANSE TOWNS.

HANSE TOWNS.

HAMBURG.

S. M. JOHNSON, *Consul*.

SEPTEMBER, 1854.

In reply to circular of the Department of State, dated 15th March, 1854, I hereby enclose "Table I," showing the amount of imports and exports from and to the United States, at the port of Hamburg, during the years 1851, 1852, and 1853. All the laws and regulations relating to the revenue laws at Hamburg have been set forth in the reply to circular from the Department of State of October 8, 1853.

ANSWERS.

FIRST SERIES.

1st. The views of this consulate on the treaty with Hamburg have been duly detailed in reply to the above-named circular of October 8, 1853,^(a) but it may be well to observe that, from very recent action, it appears the Hamburg authorities do not acknowledge the right of our citizens doing business at Hamburg, but only tolerate their doing so as long as it may seem advisable to them.

Article 6th of the treaty with the Hanseatic cities, "submitting themselves to the law, decrees, and usages there established, to which native citizens are subjected, and of being treated as citizens of the republic wherein they reside," does not, as the Hamburgers contend, confer any rights on our citizens; for even the son of a Hamburg citizen, of the first class, is not deemed a citizen till he has conformed to all the decrees and usages provided, paid all the fees payable, and taken the requisite oath. The local laws, and those regulating guilds of mercantile affairs (excluding, however, wholesale dealers, this being free to all citizens,) and mechanical guilds, are not only at Hamburg, but in most other German States, decidedly opposed to any free action of our citizens desirous of doing business abroad. This consulate has strenuously contended, on all occasions, for the rights of our citizens under the treaty, but there has been no chance to assert by them the right of entering and clearing, for drawback, goods at the custom-house.

2d. Hamburg has no dependencies; all the laws promulgated at Hamburg are those concerning this port; any change therein must emanate from the senate; however, all and any changes made will be in favor of free trade, and doubtless will go as far as Hamburg's position relative to the German Zollverein may allow. This has, however, only reference to what is called free trade; as far as regards revenue laws, the internal regulations are very far from freedom of old-fashioned restrictions.

3d. There are no privileges permitted to any nations that are not allowed to our citizens. Hamburg has perfect equality for all foreigners, but the right to do business in Hamburg they claim only for those who are citizens. All the English merchants trading here have been forced to become Hamburg citizens!

(a) "Consular Returns—Navigation."

4th. The answer to this query has been fully detailed, in reply to the before mentioned circular of October 8, 1853.

5th. Hamburg has no other port of entry.

6th. Moneys, weights, and measures are all those of the port of Hamburg, constituting all the commercial part of this small State.

SECOND SERIES.

It has not been found practicable to give tabular form in reply to all questions where required; but it is hoped that such answers as are hereby returned may, where tabular forms are not given, prove acceptable.

1st. Table II shows the value and the merchandise exported from the port of Hamburg, during the year 1853, to the United States, giving, as far as practicable, the (average) prices. The retail selling prices would, as competition is, by the laws and restrictions on retail dealers, and on manufactured (mechanical) goods, much restricted, amount to at least 25 per cent. on first cost of goods. The import duty on all goods not enumerated as free is, if not entered for transit, one-half of one per cent. ad valorem on the cost of the goods; the export duty is, if not entered for transit on entering the harbor, one-eighth of one per cent. ad valorem. All goods entered for transit by a Hamburg citizen may, during the term of three months, be re-exported free of duty; if exported after the lapse of three months, but during the term of six months, these goods pay one-quarter of one per cent. ad valorem; after six months, the goods become liable to the duty of one-half of one per cent.

2d. Rates of insurance for common articles, in summer, 1 per cent; during the winter, $1\frac{1}{2}$ to 2 per cent.

Freight for measurement goods, from \$6 to \$10 per 80 cubic feet; for heavy articles, \$1 50 to \$3 per ton.

Commissions generally 2 per cent. ad valorem.

3d. Cash, with 1 per cent. discount.

4th. The average rate of exchange in each month of the year is not given, for none is quoted here. There is not much money remitted from Hamburg to the United States. Emigrants may buy in small sums from private bankers, but of late American gold has been plenty here. The average rate of exchange would be from 43 to 44 shillings banco per dollar; the true par value is banco marcs 3, or 48 shillings banco per dollar.

5th. Relating to exports to, and imports from, the United States, all has been noted in the lists appended to "Table II."

6th. There are no internal taxes on goods or commodities at Hamburg, except an excise duty on provisions consumed for home use. Flour is the only article that might, as coming in some instances from the United States, be taxed. Flour, when used for consumption at Hamburg, pays, besides the usual duty of one-half of one per cent., an excise duty of 87 cents for each 105 pounds used in the city.

7th. Wages for mechanics vary from 70 to 75 cents per day. Day laborers receive from 40 to 50 cents per day. Seamen's wages have varied from \$8 to \$13 per month, but are at all times from 25 to 33 per cent. lower than in the United States. In commercial affairs, payments per annum vary so much as to render it impossible to state rates. Clerks' wages vary from \$100 to \$1,500 per annum. Salaries of officers vary from \$300 to \$2,000; but all offices are held during good behavior, and no removals can be made except for cause.

Herewith I send price current sheets for the year ending June 30, 1853, Table III.

The trade with the United States might be increased if American firms would or could be established. The principal carrying trade, bringing emigrants to the United States, will center in the hands of the Hamburgers as long as American vessels cannot be consigned to American houses, but to those who own vessels themselves. For the last ten years, except 1853, when over twenty ships entered, the average has not been over ten vessels a year. The tonnage of Hamburg has, for years, increased so much, that all the Cuba and West India trade, many years ago done under our flag, is now carried by Hamburg vessels; besides, as long as vessels can be built at less cost in the north of Germany than in the United States, the Hamburg merchants will, if they want tonnage, always charter Danish, Swedish, Hanoverian, Holstein, Mecklenburg, and Oldenburg vessels to carry emigrants and goods to the United States and all other parts of the world. Hamburg having reciprocity treaties with most every nation, can, whenever their tonnage does not suffice, charter those of other States.

In the reply to circular of October 8, 1853, the views of this consulate concerning Stader or Brunshausen toll levied by Hanover have been expressed. Now, when all the trade from and to the United States is done by Hamburg citizens, by treaty exempted from said toll, it is not so heavy a tax as it would prove if the goods were owned and received by our citizens residing at Hamburg; yet the toll is even now a burden on our trade, and upheld by neither reason nor law.

TABLE I.

Statement of the value of imports from the United States to the port of Hamburg during the years 1851, 1852, 1853.

1851.	1852.	1853.	Total.
\$1,577,536	\$2,423,423	\$2,921,853	\$6,922,812

Statement of the value of exports to the United States from the port of Hamburg during the years 1851, 1852, 1853.

1851.	1852.	1853.	Total.
\$2,082,210	\$2,598,646	\$3,363,566	\$8,044,422

Statement showing the total value of imports and exports into and from the port of Hamburg in 1853, together with the amount of duties levied thereon.

Value of imports.....	\$155,357,835	Amount of duties.....	\$243,550
Value of exports.....	147,387,821	Amount of duties.....	46,938
Total imports and exports.....	302,745,656	Total duties.....	290,488

TABLE II.—Statement showing the different articles of merchandise exported from the port of Hamburg to the United States during the year 1853, with the quantities, the values, and, as far as practicable, the average wholesale prices of the same respectively. (a)

Articles.	Quantities.	Weight in centners.	Values.	Average wholesale price.
Hides and skins.....	10 packages and 1,215 pieces.....		\$39,644	16½ cents a piece.....
Bristles.....		\$440	16,579	57½ cents per lb.....
Iron.....		12,335		
Iron, bars.....	134,039 bars.....		168,259	\$3 00 a \$4 00 per 100 lbs.....
Iron bands.....	140 bundles.....	60,955		
Iron, manufactures of.....	3 bbls., 563 cases, 5 packages.....		42,452	
Steel.....	2,229 bundles.....	6,241	26,292	\$6 a \$6 88 per centner.....
Tin.....	200 blocks.....	130	3,356	27¼ cents per lb.....
Zinc.....	148,265 plates.....	47,691	221,890	\$4 48 a \$5 00 per 100 lbs.....
Zinc, in sheets.....	886 bbls., 2 packages.....	9,161	56,448	23 a 25 cents per lb.....
Lead.....	28,213 pigs.....	31,638	145,982	\$4 00 per 100 lbs.....
Dry goods, cotton.....	26 bbls., 5,452 cases, 483 pkgs. }		20,630	From 12 a 90 cents per yard ..
Silk and worsted.....	483 pkgs.....			
Woolens.....			252,107	From 62 cents a \$3 per yard ..
Cottons.....			532,275	7 a 30 cents per yard.....
Sundry mixtures.....			139,920	
Linen.....			13,818	7 a 70 cents per yard.....
Hair-seating or cloth.....	170 cases.....		94,275	
Leather.....	17 cases.....		2,979	
Printed books, music.....	157 cases, 14 bales.....		34,300	
Engrav'gs, prints, & paintings.....	71 cases.....		11,191	
Glass, manufactures of.....	1,944 cases.....		69,777	
China, manufactures of.....	1 bbl., 313 cases.....		17,038	
Instruments, musical.....			6,133	
Instruments, different kinds.....			3,913	
Instruments, optical.....			5,628	
Percussion caps.....	21 cases.....		9,885	
Wood, manufactures of.....	488 cases.....		23,677	
Willow, manufactures of.....			11,424	
Willow, bundles.....	16,255 bundles.....		7,297	40 a 44 cents per bundle.....
Stearine candles.....	1,362 cases.....	295	6,864	15 a 19 cents per lb.....
Segars.....	11,199 M.....		110,115	\$10 37 per M.....
Fruit, dried.....	421 bbls.....		3,920	
Butter.....		817	16,150	17¾ cents per lb.....
White lead.....	215 bbls., 13 cases.....	984	6,195	\$5 00 a \$5 50 per 100 lbs.....
Zinc white.....	482 bbls.....	1,316	6,895	\$5 00 a \$6 00 per 100 lbs.....
Gummi elastican.....		94	3,580	31½ cents per lb.....
Rhubarb.....	11 bbls.....	15	1,862	79¾ cents per lb.....
Cantharides.....	18 packages.....	22	1,360	\$1 42 per lb.....
Cane-seating.....		457	3,290	\$3 88 per 100 lbs.....
Oil, refined rape, &c.....		3,768	30,550	8 a 9½ cents per lb.....
Yarn, wool, and worsted.....	195 cases, 168 bales.....	957	105,107	67 a 75 cents per lb.....
Rags.....	3,740 bales.....	10,176	28,364	\$4 00 a \$4 75 per 100 lbs.....
Wool, shoddy.....	3,083 bales.....	8,753	15,956	7 a 9 cents per lb.....

(a) The centner, in preparing this table, is estimated at 105½ lbs., and the marco banco at the United States custom house value of 35 cents, and not at the par value of 33 1-3. Some discrepancies in the calculation are detected.

List of articles exempt from import and export duties at the port of Hamburg. (a)—Linen, all manufactures of linen; hosiery, bags; grains of all kinds; copper, in sheets, bolts, nails; yellow metal; gold and silver unmanufactured, coins, bullion; books (printed) and music, maps, charts; bones; coals and cinders; passengers' effects and baggage.

List of articles exempt from import duty.—All kind of timber and lumber for building and ship building, staves; live stock of all kinds, poultry (dead;) fruit, vegetables, milk, eggs, hay, and straw; all articles costing not above \$1 40; by the mails, \$17 in value.

List of articles exempt from export duty.—All articles not above \$7 in value; all goods, wares, or fabrics of the manufacture of Hamburg; all provisions for ships and passengers.

NOVEMBER 25, 1856.

I have the honor to enclose the following papers, which I hope may be of interest, as they have been prepared at considerable trouble.

By reference to the tables, it will be perceived that the trade between the United States and Hamburg fell off greatly in 1855, as compared with 1854; yet even with this decrease, it shows an increase of over 140 per cent. over that of 1849. And this increase, with the exception of 1854, has been regular and steady. It is my opinion that the trade of 1856 will be equal to that of 1854, if not surpass it, and that our trade will continue to increase steadily with this port, particularly so if we use all proper means to effect it.

Comparative tabular statement exhibiting the values in marec banco (b) of the imports into Hamburg from the principal commercial countries for a period of seven years, from 1849 to 1855, both inclusive. (c)

Countries.	1849.	1850.	1851.	1852.	1853.	1854.	1855.
England and Ireland...	90, 148, 140	107, 774, 910	108, 288, 810	123, 047, 970	142, 561, 990	149, 160, 760	160, 494, 560
Holland.....	9, 635, 660	8, 311, 820	8, 362, 340	7, 171, 110	6, 679, 520	8, 735, 360	8, 105, 950
France.....	7, 300, 210	7, 398, 110	7, 556, 630	6, 347, 730	6, 242, 480	5, 401, 300	4, 097, 520
Belgium.....	2, 117, 190	2, 755, 200	2, 860, 800	2, 913, 330	2, 467, 600	2, 855, 740	2, 754, 610
Portugal.....	1, 054, 720	1, 077, 930	634, 490	1, 236, 320	1, 725, 390	1, 389, 440	1, 496, 420
Spain.....	1, 297, 980	991, 320	734, 930	945, 660	1, 418, 750	2, 642, 580	2, 824, 960
Bremen.....	1, 310, 870	1, 951, 080	1, 962, 760	1, 997, 290	2, 090, 270	2, 836, 350	3, 188, 230
Altona.....	26, 934, 580	37, 058, 130	34, 978, 150	42, 365, 870	43, 564, 480	52, 426, 270	56, 329, 310
Brazil.....	7, 946, 810	10, 137, 410	15, 592, 190	11, 604, 270	15, 172, 350	13, 647, 250	16, 014, 310
United States.....	3, 792, 950	5, 661, 830	4, 732, 610	7, 270, 270	8, 765, 560	10, 449, 950	8, 813, 390
Cuba.....	4, 065, 530	5, 795, 360	5, 789, 890	6, 090, 530	5, 291, 390	8, 562, 050	7, 027, 340
Venezuela.....	1, 158, 790	2, 012, 500	3, 327, 850	2, 866, 650	2, 794, 080	3, 438, 650	3, 497, 140
Hayti.....	1, 590, 860	2, 720, 970	2, 465, 440	2, 929, 760	2, 610, 450	3, 049, 770	2, 611, 770
St. Thomas & Porto Rico	1, 112, 530	1, 281, 830	1, 312, 670	1, 657, 380	1, 526, 430	1, 072, 780	1, 299, 760
Mexico.....	162, 850	159, 030	175, 960	203, 210	187, 290	518, 670	494, 150
China.....	480, 070	1, 881, 630	1, 702, 800	1, 947, 320	2, 834, 330	2, 090, 470	1, 850, 990
British East Indies....	210, 820	719, 890	813, 650	1, 263, 270	569, 180	1, 066, 720	2, 056, 390
Dutch East Indies.....	1, 712, 770	704, 890	843, 230	1, 366, 250	930, 940	1, 671, 130	974, 009
Total, including imports from all countries and by land and river...	293, 826, 640	353, 136, 070	373, 277, 940	392, 028, 820	443, 879, 530	530, 668, 030	528, 558, 19

(a) Slight differences between the statements of this and the following lists, and similar lists in other portions of the work, will be detected.

(b) The marec banco equals 35 cents. (c) This statement as well as those which follow, and many others in the present work, has been combined and made up from consular returns.

Comparative tabular statement exhibiting the values in marcs banco of the exports from Hamburg to the principal commercial countries for a period of seven years, from 1849 to 1855, inclusive.

Countries.	1849.	1850.	1851.	1852.	1853.	1854.	1855.
England and Ireland..	40,039,530	41,335,030	41,270,440	52,702,720	62,030,430	82,323,910	57,049,620
Holland	4,234,460	4,608,790	4,635,800	3,886,680	4,664,030	8,090,040	7,796,930
France	2,639,080	3,116,520	1,883,440	3,856,710	5,754,720	4,190,770	4,561,450
Belgium	76,620	88,820	59,750	274,500	492,930	725,230	746,890
Portugal	328,450	406,930	381,940	541,310	637,420	706,130	696,120
Spain	640,550	1,153,580	975,060	1,113,620	856,670	744,990	462,950
Bremen	1,045,790	1,527,500	1,344,200	1,587,850	2,004,920	1,476,820	1,732,190
Altona	28,698,600	32,945,710	37,290,310	36,694,380	45,894,700	54,538,760	56,837,310
Brazil	2,587,170	3,855,900	6,421,860	7,296,290	7,996,640	8,207,240	7,519,900
United States	2,315,270	4,034,700	5,303,300	6,583,510	8,790,730	11,649,980	6,939,130
Cuba	3,626,450	2,897,000	3,097,340	3,929,930	3,547,150	3,013,670	3,232,050
Venezuela	679,250	1,495,900	1,978,770	2,172,250	1,864,880	2,412,540	2,642,280
Hayti	326,080	404,500	630,200	561,650	515,620	726,500	413,260
St. Thomas & Porto Rico	1,519,910	2,411,570	2,768,950	3,671,520	2,669,440	3,870,680	2,686,130
Mexico	3,023,500	2,826,330	3,058,910	2,604,290	3,658,350	4,027,030	2,255,470
China	236,860	540,930	678,000	541,750	351,550	517,170	555,360
British East Indies....	384,860	612,510	228,260	82,260	-----	239,320	522,540
Dutch East Indies	199,960	654,460	626,790	645,100	380,930	452,330	817,850
Total, including exports to all countries, and by land and river...	269,433,039	313,829,250	338,163,370	372,495,450	421,673,490	493,029,840	507,221,600

Comparative tabular statement exhibiting a summary of the values in marcs banco of the import and export trade of Hamburg for a period of six years, from 1850 to 1855, both inclusive.

	1850.	1851.	1852.	1853.	1854.	1855.	Increase in 1855 over the average of the preceding years.	
<i>Imports—whence.</i>								
By sea	210,263,850	212,633,710	236,192,830	259,334,420	285,649,100	299,444,440	58,629,658	24 per ct.
By land and river..	142,872,220	160,644,230	155,835,990	184,545,110	245,018,930	229,113,750	51,330,454	28 “
Total marcs banco	353,136,070	373,277,940	392,028,820	443,879,530	530,668,030	528,558,190	109,960,112	26 “
<i>Exports—whither.</i>								
By sea	125,199,200	136,785,230	161,705,520	193,065,690	234,378,510	199,338,460	29,111,630	17.1 “
By land and river..	188,630,050	201,378,140	210,789,930	228,607,800	258,651,330	307,883,140	90,271,690	41.5 “
Total marcs banco	313,829,250	338,163,370	372,495,450	421,673,490	493,029,840	507,221,600	119,383,320	30.8 “
<i>Imports and exports united.</i>								
By sea	335,463,050	349,418,940	397,898,350	452,400,110	520,027,610	498,782,900	87,741,288	21.3 “
By land and river..	331,502,270	362,922,370	366,625,920	413,152,910	503,670,260	536,996,890	141,602,144	35.8 “
Total marcs banco	666,965,320	711,441,310	764,524,270	865,553,020	1,023,697,870	1,035,779,790	229,343,432	28.4 “

Detailed statement showing the character and values in marcs banco of imports into Hamburg from the United States in 1855.

Description of merchandise.	Quantity, weight and measure.	Values in marcs banco.	Description of merchandise.	Quantity, weight and measure.	Values in marcs banco.
Cotton.....bales..	16,469	2,269,480	Sponge.....bales..	23	1,990
East India saltpetre, raw.....sacks..	19,256	1,023,180	Hemp.....bales..	14	1,890
Whalebone.....bundles..	5,675	739,980	Wild leather.....box..	1	1,650
Rosin.....casks..	47,299	361,360	Do.....pieces..	50	
Blue wood or fustic.....value..		348,740	Terra catechu.....sacks..	101	1,570
Oil of turpentine.....barrels..	5,669	315,800	Assafetida gum.....boxes..	26	1,560
Extract of fustic.....boxes..	12,563	227,730	Asfelt.....casks..	16	1,520
Potash.....casks..	1,213	132,980	Horn pints.....value..		1,300
South Sea saltpetre, raw.....sacks..	1,562	58,200	Guano.....boxes..	27	880
Sarsaparilla.....chest..	1	54,200	Do.....sacks..	21	
Do.....bales..	634		Bombazine.....value..		680
Yellow wood.....value..		47,440	Paints.....casks..	27	510
Oil of peppermint.....boxes..	69	44,260	Do.....boxes..	3	
Indigo.....boxes..	86	23,700	Daguerreotype goods.....boxes..	5	470
Lemons.....casks..	187	22,930	Medicinal herbs.....boxes..	3	400
Do.....sacks..	850		Linseed.....value..		400
Deer skins.....	9,524	22,920	Palm oil.....bundle..	1	330
Gum elastic.....sacks..	226	22,040	China bark.....boxes..	8	320
Red wood.....value..		21,460	Wood seed.....casks..	11	310
Turtle shell.....casks..	4	20,940	Do.....boxes..	2	
Do.....box..	1		Do.....sack..	1	
Medicinal roots and barks.....boxes..	49	20,380	Gallipot.....casks..	25	240
Do.....bales..	52		Harts oil.....bundles..	8	210
Extract of yellow wood.....boxes..	1,015	19,340	Cedar wood.....blocks..	2	190
Lead.....pigs..	1,209	19,320	Bones.....value..		150
Rough-work skins.....casks..	18	14,110	Lard oil.....bundle..	1	120
Do.....boxes..	4		Lead ore.....cask..	1	80
Wooden canes.....	85,871	13,840	Pimento.....sacks..	7,790	233,450
Balsam copaiva.....bundles..	75	12,790	Coffee.....casks..	183	212,270
Do.....boxes..	15		Do.....sacks..	5,277	
Mahogany.....blocks..	756	12,420	Honey.....packages..	1,168	127,650
Jalap root.....bales..	42	11,950	Tobacco.....casks..	136	98,800
Wool.....bales..	200	9,800	Do.....boxes..	859	
Lumber for building.....value..		8,980	Do.....seroons..	269	
Copal gum.....value..		7,940	Rice.....tons..	734	67,960
Oil cassia.....boxes..	15	7,170	Do.....sacks..	469	
Shellac.....boxes..	75	6,300	Hops.....bales..	602	59,220
Oil of ether.....boxes..	14	3,780	Wheat flour.....tons..	1,360	41,900
Extract of lemon.....casks..	15	3,660	Corn.....lasts..	70	33,400
Do.....boxes..	115		Do.....casks..	20	
Extract of red wood.....boxes..	40	3,080	Lard.....packages..	485	31,750
Nut-wood varnish.....boxes..	3	3,060	Tea.....boxes..	552	29,720
Do.....pieces..	985		Tobacco stems.....casks..	53	23,160
Turpentine.....bundles..	200	2,500	Do.....bales..	397	
Spermaceti.....boxes..	60	2,310	Molasses.....barrels..	271	20,630
Tonca beans.....casks..	8	2,290	Jugber.....sacks..	1,545	19,270
Asphalt.....casks..	76	2,210	Raisins.....casks..	850	9,670

STATEMENT—Continued.

Description of merchandise.	Quantity, weight and measure.	Values in marcs banco.	Description of merchandise.	Quantity, weight and measure.	Values in marcs banco.
Cacao.....sacks..	460	9,500	Naturalcin.....casks..	2	
Cigars.....boxes..	188	6,860	Do.....boxes..	20	} 4,660
Salt pork.....casks..	34	} 2,840	Do.....package..	1	
Do.....boxes..	9		Silverware.....boxes..	2	4,620
Rye flour.....barrels..	100	2,760	Mathematical and other in-		
Caviare.....barrels..	74	2,720	struments.....boxes..	5	2,270
Dried fruit.....casks..	29	} 2,070	Empty barrels.....	261	2,110
Do.....boxes..	3		Wagons.....boxes..	8	} 1,650
Provisions.....cask..	1	} 960	Do.....packages..	4	
Do.....boxes..	33		Iron-wares (coarse).....boxes..	3	} 1,540
Salt beef.....casks..	10	620	Do.....do.....piece..	1	
Oilcloth.....boxes..	558	213,440	Do.....(fine).....boxes..	12	1,480
Silk goods.....boxes..	11	17,940	Wooden-wares (fine).....boxes..	4	} 1,220
Cotton goods.....boxes..	16	} 15,360	Do.....do.....packages..	22	
Do.....bales..	169		Straw goods.....boxes..	2	1,200
Woolen goods.....boxes..	6	} 4,960	Sperm candles.....boxes..	28	1,110
Do.....bales..	2		Pianos.....boxes..	3	1,050
Linen and linen goods.....boxes..	2	} 4,420	Brass-wares.....box..	1	} 890
Do.....do.....bales..	44		Do.....cask..	1	
Manufactures.....boxes..	2	910	Porcelain and glassware.....boxes..	4	} 670
India rubber shoes.....boxes..	15,479	1,275,150	Do.....cask..	1	
Shoe-pegs.....casks..	6,325	} 70,120	Paper goods.....boxes..	3	} 640
Do.....sacks..	475		Do.....package..	1	
Do.....pieces..	38,876		Furniture.....boxes..	4	} 500
Gum & gutta percha articles.....boxes..	213	} 69,660	Do.....pieces..	5	
Do.....packages..	27		Mats and leather-ware.....boxes..	2	} 400
Wooden clocks.....boxes..	829	40,470	Do.....package..	1	
Short-wares.....boxes..	40	13,780	Iron nails.....casks..	34	370
Books.....boxes..	19	} 11,000	Old wares.....pieces..	660	240
Do.....bales..	8		Umbrellas.....boxes..	2	170
Weapons.....boxes..	45	10,680	Passengers' goods.....casks..	2	} 14,870
Machinery and parts thereof.....boxes..	32	} 9,010	Do.....do.....trunks..	109	
Do.....packages..	87		Do.....do.....packs..	16	
Pictures.....boxes..	8	6,680	Do.....do.....package..	1	4,500
Coarse wooden-wares.....boxes..	53	} 5,210			
Do.....pieces..	1,540		Total marcs banco.....		8,813,390

Detailed statement showing the character and values in mares banco of exports from Hamburg to the United States in 1855.

Description of merchandise.	Quantity, weight, and measure.	Values in mares banco.	Description of merchandise.	Quantity, weight, and measure.	Values in mares banco.
Raw zinc ----- pieces ..	167,046	916,600	Gum-elastics ----- casks ..	2	6,430
Bristles ----- casks ..	588	407,980	Do ----- boxes ..	9	
Do ----- boxes ..	21		Do ----- sacks ..	20	
Pewter ----- casks ..	1,239	245,560	Basket willows ----- bundles ..	3,778	6,290
Bar iron ----- bundles ..	95	230,000	Do ----- casks ..	72	5,580
Do ----- bars ..	68,193		Feathers ----- bales ..	99	4,800
Woolen yarn ----- boxes ..	56	109,890	Seeds of plants ----- casks ..	40	4,740
Do ----- bales ..	74		Do ----- boxes ..	6	
Rags ----- do ..	3,009	68,520	Do ----- sacks ..	29	
Rabbits' hair ----- do ..	35	64,700	Sponge ----- casks ..	2	4,720
Do ----- boxes ..	24		Do ----- boxes ..	6	
Hides ----- casks ..	12	51,560	Stag skins ----- pieces ..	2,587	4,600
Do ----- boxes ..	16		Pink oil ----- casks ..	7	4,560
Do ----- bales ..	5		Do ----- boxes ..	29	
Shuddy wool ----- do ..	2,133	51,310	Cinnabar ----- casks ..	30	4,300
Willow ----- bundles ..	3,550	46,050	Paints ----- do ..	76	3,280
Lead ----- blocks ..	2,270	43,500	Do ----- boxes ..	66	
Dried peltry ----- pieces ..	2,990	32,740	Do ----- packages ..	14	
Rape oil ----- packages ..	112	30,970	Fader posen -----		2,820
Spanish flies ----- casks ..	14	25,290	White lead ----- casks ..	52	2,700
Do ----- boxes ..	22		Arsenic ----- do ..	69	2,530
Leather ----- casks ..	1	21,970	Bismuth ----- do ..	5	2,250
Do ----- boxes ..	24		Sarsaparilla ----- ceroons ..	44	2,150
Do ----- bales ..	52		Medicinal blossoms ----- casks ..	5	2,110
Tartaric acid ----- casks ..	83	21,450	Do ----- sacks ..	11	
Tartar ----- do ..	27	19,640	Seal skins ----- do ..	1,700	2,040
Do ----- boxes ..	63		Jalap root ----- packages ..	7	1,990
Horse hair ----- do ..	1	16,920	Gunnin ----- cask ..	1	1,720
Do ----- bales ..	240		Do ----- boxes ..	22	
Nickel ----- boxes ..	65	12,810	Stone coal ----- lasts ..	59	1,700
Hemp ----- bales ..	99	12,370	Canes ----- bundles ..	2	1,560
Oil ether ----- boxes ..	61	10,290	Gum copal ----- sacks ..	34	1,510
Rhubarb ----- do ..	10	10,750	Train oil ----- tons ..	24	1,350
Medicinal roots and bark ----- casks ..	52	9,800	Cotton yarn ----- boxes ..	3	1,310
Do ----- do ----- cases ..	4		Do ----- bales ..	3	
Do ----- do ----- sacks ..	118		Porcelain earth ----- tons ..	65	1,300
Drugs ----- casks ..	56	9,620	Steel ----- bundles ..	38	1,200
Do ----- cases ..	56		Oil of roses ----- case ..	1	1,050
Do ----- sacks ..	24		Raw stuff and half manufactured -----		3,490
Medicinal seeds ----- casks ..	15	8,970	Wine ----- casks ..	580	70,360
Do ----- sacks ..	130		Do ----- cases ..	2,499	
Indigo ----- ceroons ..	42	8,280	Cigars ----- do ..	264	57,990
Moss ----- bales ..	159	8,150	Plums ----- casks ..	796	45,040
Raw iron ----- bars ..		7,130	Do ----- cases ..	2	
Bullets ----- casks ..	267	6,890	Succory ----- do ..	383	22,190

STATEMENT—Continued.

Description of merchandise.	Quantity, weight, and measure.	Values in marcos banco.	Description of merchandise.	Quantity, weight, and measure.	Values in marcos banco.
Carraway.....cases.....	25	21,740	Empty casks.....	2,504	12,670
Do.....sacks.....	607		Manufactured pieces.....cases.....	16	12,560
Succory root.....do.....	72	5,760	Do.....packages.....	6	
Do.....case.....	1		New cordage.....do.....	262	10,910
Dried fruit.....casks.....	57	5,730	Brass wares.....cases.....	40	9,580
Linsen.....do.....	69	5,710	Do.....packages.....	2	
Do.....sacks.....	78		Musical instruments.....cases.....	36	9,060
Liquor and fruit.....barrels.....	31	5,290	Gold and silver wares.....do.....	8	7,450
Juice.....cases.....	147		Pictures.....do.....	22	7,260
Annis, fennel, and coriander.....casks.....	31	2,640	Do.....package.....	1	
Do.....do.....sacks.....	60		Leather goods.....cases.....	14	7,120
Millet.....casks.....	27	1,600	Mathematical & other inst'mts.....do.....	19	5,100
Vinegar.....barrels.....	36	1,150	Slates, manufactured.....do.....	96	4,700
Liquor.....boxes.....	54	1,040	Do.....casks.....	25	
Champagne.....do.....	33	830	Paper.....cases.....	7	4,150
Eatables.....		22,290	Do.....packages.....	28	
Cotton goods.....cases.....	2,643	877,710	Paper goods.....cases.....	30	3,560
Woolen & half woolen goods.....do.....	259	644,880	Do.....package.....	1	
Do.....do.....bales.....	274		Baskets.....cases.....	9	3,500
Hair cloth.....cases.....	121	188,350	Do.....packages.....	17	
Assorted manufactured goods.....do.....	343	143,100	Looking-glasses.....cases.....	9	2,800
Do.....do.....bales.....	7		Glass pearls.....do.....	11	2,800
Do.....do.....casks.....	1	60,570	Weapons.....do.....	9	2,480
Linen and linen goods.....cases.....	126		Furniture.....do.....	12	2,450
Do.....do.....bales.....	75		Do.....packages.....	2	
Clothing.....cases.....	44	50,380	Leather footings.....cases.....	3	2,210
Silk and half silk goods.....do.....	20	37,140	Do.....casks.....	2	
Oil cloth.....do.....	14	2,970	Cork.....bales.....	24	2,040
Short wares.....casks.....	4	161,990	Demijohns.....pieces.....	3,510	1,740
Do.....bales.....	620		Machinery.....cases.....	3	1,590
Do.....packages.....	1	105,270	Do.....pieces.....	6	
Glass wares.....cases.....	1,088		Perfumery.....cases.....	13	1,530
Fine iron wares.....casks.....	144	82,020	Naturalien.....do.....	12	1,210
Do.....cases.....	197		Straw work.....do.....	2	1,000
Do.....package.....	1	46,620	Playing cards.....do.....	3	950
Fine wooden wares.....cases.....	318		Other industrial articles.....		1,670
Printed books.....do.....	47	32,070	Emigrants' effects.....casks.....	37	567,620
Do.....bales.....	12		Do.....boxes.....	1,750	
Porcelain and stone.....cask.....	1	31,170	Do.....packages.....	2,007	859,000
Do.....cases.....	315		Contanten.....		
		17,200	To California in 1855.....		950,570
Pianos.....do.....	40	15,950			
Looking glass glasses.....do.....	46	15,640			
Watches.....do.....	139	14,840	Total.....		7,889,700

BREMEN.

WILLIAM HILDEBRAND, *Consul*.

JUNE 9, 1854.

Agreeably to the requirements of your circular of March 15, 1854, I have the honor to transmit herewith a report of the privileges and restrictions of the commercial intercourse of the United States with this republic, the importations of articles the growth, produce, and manufacture of the United States, the amounts of duties accruing thereon, &c., per book No. 1; the treaties of commerce and navigation between the republic of Bremen and foreign states, per books Nos. 2 and 3; the constitution of Bremen, per book No. 4; the commercial decrees of the senate of Bremen since the year A. D. 1840, per books Nos. 5, 6, and 7; tables of the segar manufacture of Bremen, per book No. 8; regulations of the Bremen marine insurance companies, per book No. 9; abstract of the laws of the Zollverein, or Customs Union, per book No. 10; decrees of the senate of Bremen relating to the moneys of the state, per book No. 11; "New Krahn and Upper roll" of January 1, 1853, per book No. 12; report of the Emigration Bureau for 1854, per No. 13; terms of freight bills used on the Prussian railways, per No. 14; terms of import and export declaration, per No. 15; table showing the number and capital of all the banks in all countries, per No. 16; price currents of Bremen markets (weekly numbers) since July 1, 1853, per Nos. 17 and 18.

In reply to the interrogatories of said circular, I have the honor to submit the following:

ANSWERS.

FIRST SERIES.

1st. The treaties and conventions existing between the United States and Bremen are faithfully adhered to, with the exception of the first clause of article 6 of the treaty of 1827, the true construction of which is not, in my opinion, faithfully regarded.

By that article "it is agreed that it shall be wholly free for all merchants, commanders of ships, and other citizens of both parties to manage themselves their own business in all the ports and places subject to the jurisdiction of each other, as well with respect to the consignment and sale of their goods and merchandise by wholesale or retail, as with respect to the loading, unloading, and sending off their ships, submitting themselves to the laws, decrees, and usages there established to which native citizens are subjected, they in all these cases to be treated as citizens of the republic in which they reside, or at least to be placed on a footing with the citizens or subjects of the most favored nation."

In July, 1851, Captain Seth Foster, of the American ship Hahnemann, applied to enter his ship at the government excise office, but was refused on the plea that the laws of Bremen require all foreign vessels to be entered by a ship broker, an officer especially appointed for the purpose.

As such is not nor was required of the citizens of this republic on entering their ships, Captain Foster refused to employ a broker for the purpose, in which he was sustained by the United States consul (Mr. R. King) at this port, both of whom placed the same construction upon the 6th article of the treaty of 1827 that I have, viz: that American ship masters or owners have a perfect right to enter their vessels without employing a ship broker.

The matter was referred by Consul King to one of the committee on foreign affairs, who replied that:

“Whereas the presiding members of the department, whose concurrence in this investigation cannot well be dispensed with, are at this moment absent, and it appearing to me that the present case cannot well remain so long unsettled, I have caused the clerk of the wharf to be instructed in this instance (and reserving the decisions in future cases) to accept the entering direct from the aforesaid captain.”

It appears from this reply that, in case American ship masters should choose to enter themselves their own vessels, they would either be refused at once, or delayed until that clause of the treaty could be discussed.

The fact of the admission of Captain Foster seems an acknowledgment of the justice of his demand.

The fee allowed the ship brokers is, however, so light, (\$8 for a vessel of upwards of 150 tons,) that our captains pay it without hesitation.

That portion of the aforesaid treaty of 1827 regarding the right of American citizens to transact business in Bremen without payment of a license was discussed between Consul King and the Bremen senate in the year 1851, and admitted by the latter on the 30th June, 1852.

2d. The commercial intercourse of the United States within this consular district is dependent solely on the regulations prescribed by the Senate.

With the exception of exporting “contraband of war,” which is prohibited for the present, the commercial regulations are fixed for an indefinite period, or until it be found advantageous to change the same, which is effected only by the Senate.

3d. No privileges are conferred upon the commerce of other nations which that of the United States does not share, though restrictions are imposed upon the subjects and commerce of other nations, which are not (if the treaty be faithfully observed) imposed upon citizens and the commerce of the United States.

There exist in this republic two classes of citizens: first, the “grossburghers,” or privileged citizens, who became such upon payment, once for all, of the sum of \$320, or without it, if such payment had been made by their ancestors, and are in possession of the “handelsfreiheit,” or liberty of trading, engaging in the shipping and foreign trade. The other class, *kleinebürger*s, or common citizens, are those who became such upon payment of the sum of \$40, or, as in the case of the first class, without it, if such payment had already been made by their ancestors, and are permitted to carry on a domestic trade only.

By a law passed November 16, 1829, the right of the so called “liberty of trading” was made accessible to the *kleinebürger*s, upon the payment of \$40 annually for a license.

In the discussion alluded to in answer to query No. 1 of the 6th article of the treaty of 1827, it was urged by Consul King that, as no distinction between citizens was made in the United States, but that native and naturalized had equal privileges, in justice and regarding the true meaning of the treaty, the senate of Bremen could not class American citizens with that portion of their own citizens who are subject to these restrictions. Upon reconsideration of the article in dispute, the senate concluded that the most liberal interpretation of the American interest would be in accordance with the interests of Bremen itself, and that henceforth foreigners, proving themselves to be American citizens, would be allowed to transact business in Bremen.

4th. The harbor dues for the port of Bremen (Bremerhaven) are as follows: during the months of January, February, March, April, September, October, November, and December—

On all vessels over.....	450 tons \$38 40
On all vessels from.....	375 a 450 tons 36 00

On all vessels from	300 a 375 tons	\$28 80
On all vessels from	225 a 300 tons	24 00
On all vessels from	180 a 225 tons	19 20
On all vessels from	150 a 180 tons	16 80
On all vessels from	90 a 120 tons	12 06

For the months of May, June, July, and August, as follows :

On vessels over.....	450 tons	\$32 00
On vessels from.....	375 a 450 tons	28 00
On vessels from.....	300 a 375 tons	24 00
On vessels from.....	225 a 300 tons	20 00
On vessels from.....	108 a 225 tons	16 00
On vessels from	150 a 180 tons	14 00
On vessels from.....	80 a 150 tons	8 00

The above rates are for two months; when remaining longer in harbor an extra fee of from 80 cents to \$4 80 is charged for each month, according to the season and the size of the vessel.

In addition to the above, a duty of $5\frac{1}{2}$ cents per ton is levied on the goods.

Vessels arriving with merchandise on board pay at this rate, but are not subjected to any dues on departure, whether laden or in ballast; thus the rate is paid but once.

All foreign vessels are entered by a ship broker, at the following rates, viz: for a vessel of 75 tons, \$4; over 75 tons, \$6; over 150 tons, \$8.

Generally entry dues are paid by the consignees. By the treaty referred to in the beginning of this series American vessels are not obliged to pay this sum, as Bremen vessels are not subjected to similar dues, though our captains, as above stated, do not object to payment of same.

The dues exacted for the use of the dry-dock, in case the vessel needs repairing, are about 3 cents per ton, according to the tonnage of the ship, but never less than \$2 40 for keelhauling the vessel.

All vessels making use of the cranes to hoist goods, pay 8 cents per ton.

To boats rendering needful assistance, vessels of 10 feet draught pay \$1 20; vessels of less draught than 10 feet pay 80 cents.

Pilotage and light-house dues on vessels of the United States are about 8 mills per 300 lbs. cargo; vessels in ballast are exempt from this duty.

The fees for port pilots are: for vessels of 10 feet draught and upwards, entering, \$1 80; clearing, \$1 20; and for vessels of less than 10 feet draught, \$1 20 for entering, and for clearing, 80 cents.

For hauling a vessel from place to place in the docks, 80 cents is charged.

To men employed by the harbor master to assist with the hawser, when required, 40 cents is to be paid.

All vessels under the superintendence of the harbor master, and all vessels over 60 tons, in coming in, hauling out, or moving in the harbor, are subject to, and must be attended by, a harbor pilot.

National vessels pay same charge as American vessels, except the fee for entry of vessels by ship broker.

The master of any vessel subject to harbor dues or tonnage, is obliged to report himself at

the harbor master's office, or send his mate with his ship's papers, within twenty-four hours after arrival, under a penalty of \$8.

On arriving at the outer dock, the flying jibboom and martingale to be unshipped and anchors cockbilled, according to the directions of harbor master or pilot; and when in harbor, vessels to be moored according to the directions of harbor master, nor to move without his consent.

If a vessel is ordered by the harbor master to move, the master of same must comply without delay, under penalty of a fine not exceeding \$20.

Vessels discharging and not to load immediately, have, when necessary, to haul to the back part of the dock.

Any damage done to the harbor works or to vessels in harbor, arising out of the non-compliance with the directions of the harbor master, are to be made good by the master, who is, besides, liable to a fine not exceeding \$20. No ballast or rubbish allowed to be thrown overboard, under a fine of \$8, which is increased if the offence is repeated, and the offender required to remove the articles cast overboard. It is not permitted to keep gunpowder on board, and what there is on the vessel must be delivered up within twenty-four hours after she has reached her berth; non-compliance punished by fine of from \$8 to \$40. No firearms to be discharged, and the use of all fire on board from sunset to sunrise is prohibited. The captain may have a closed lantern in his cabin. Crews are not allowed to carry on shore any knives, firearms, or other weapons. Boiling and smelting of tar, &c., to be in such place as the harbor master may direct. To burn the bottom of a vessel for recaulking, or for smoking, the permission of the harbor master is necessary. Penalty for transgressing these regulations, from 80 cents to \$20. Master responsible for payment of fines due by the crew, and the vessel for the master. Magistrates at Bremerhaven have jurisdiction in such cases.

5th. The transshipment of goods to foreign ports is permitted in United States vessels on same terms as in national vessels.

6th. The moneys, weights, and measures now in use in this consular district are established by the senate, and are known as follows:

Moneys.—Accounts are kept in thalers or rix-dollars of 72 grotes. The grote is divided into 5 swares = $1\frac{1}{5}$ cent, or one cent and one mille each, or 72 grotes = $78\frac{3}{4}$ cents United States currency.

Weights.—240 grains, English, = 1 loth, = $8\frac{1}{2}$ drams, United States weight; 32 loths, = 1 ounce, = $1\frac{1}{8}$ ounces, do.; 8 ounces, = 1 mark, = $8\frac{7}{8}$ ounces, do.; 2 marks, = 1 pound, = 1 lb. $1\frac{1}{4}$ ounces, do.; 100 pounds, = 109.8 avoirdupois pounds. A load of pfundschwer, = 300 pounds; lispund, = 14 pounds, United States weight; stone of wool, = 10 pounds, do.; stone of flax, = 20 pounds, do.; wang of iron, = 120 pounds, do.; centner, = 116 pounds, do.; shipfund, = 290 pounds, do.; ton of butter, = 300 pounds, do.; ton of small measure, = 220 pounds, do.

Dry measures.—1 spint, = 4 quarts, United States measure; 4 spints, = 1 viertel, = 16 quarts, do.; 4 viertels, = 1 scheffel, 2 = bushels, do.; 10 scheffels, = 1 quart, = 20 bushels, do.; 4 quarts, = 1 last, = 80 bushels, do.; a barrel of salt, = $3\frac{1}{2}$ scheffels, = 7 bushels, do.; last of coals, = 72 bushels, do.

Liquid measures.—8 quarts, = 1 viertel, = 8 quarts, United States measure; 5 viertels, = 1 anker, = 9 gals. 2 qts. 1 pt. 1 gill; 4 ankers, = 1 tierce, = 38 gals. 2 qts. 1 pt.; $1\frac{1}{2}$ tierces, = 1 oxhoft, = 58 English wine gallons; a ship last of herring, salt, and coals, = about 54 bushels.

Long measures.—Bremen foot, = 11.38 inches, United States measure ; 100 feet, Bremen, = 94.8 inches, do. ; Bremen ell, = 2 inches, do. ; 100 ells, Bremen, = 63 $\frac{2}{3}$ yards.

Usual tares are : on sugar, in casks and Brazil chests, 17 per cent. ; on sugar, in Havana, boxed, 70 lbs. per box ; Maryland tobacco, 90 lbs. per hogshead ; Virginia and Kentucky tobacco, 100 lbs. per hogshead ; cotton, in round bales, 4 per cent. ; cotton, in square bales, 6 per cent. ; tea, per quarter chest, green, 20 lbs. ; tea, per quarter chest, black, 22 lbs. ; indigo, rice, spices, coffee, &c., &c., real tare.

SECOND SERIES.

1st. *Wholesale prices of commodities exported from Bremen to the United States, June 1, 1854.*(a)

Alum -----per 100 pound..	\$2 00	-----	Herring, Bergen, per ton, 340 to 370 lbs.	\$5 20	-----
Annis -----do.....	8 80	a \$11 00	Herring, Emden -----do.....	11 36	-----
Arsenic -----do.....	4 80	-----	Hides, Byarzes, from 26 to 30 pounds,		
Almonds -----do.....	13 00	a 18 00	per pound.....	17 a	\$0 21
Borax, refined-----per pound..	25	-----	Hides, bull, from 26 to 30 pounds, per		
Brandy, Annac -----per 60 gallons..	26 00	a 60 00	pound -----	14 a	15
Brandy, Bordeaux -----do.....	40 00	-----	Hides, Rio -----per pound..	17 a	18
Brandy, Cette -----do.....	40 00	-----	Hides, Pernambuco -----do.....	13 a	15
Brandy, Armagnac -----do.....	44 00	-----	Hides, Angostina -----do.....	13 a	16
Brandy, Cognac -----do.....	60 00	a 88 00	Hides, cow, dry -----do.....	15 a	17
Brandy, Holland -----do.....	25 00	a 30 00	Hides, cow, salted -----do.....	6 a	17
Brandy, German spirit -----do.....	30 00	a 32 00	Hides, horse -----per 10 pieces..	20 00	a 23 00
Butter, East Friesland -----per pound..	14 a	16	Hats, silk -----per dozen..	26 00	-----
Bark for tanning -----per 100 pounds..	54 a	60	Iron, English -----per 120 pounds..	2 80	a 3 00
Camphor, refined -----per pound..	24 a	36	Iron, Swedish -----do.....	4 20	a 4 40
Cheese, East Friesland -----per 100 pounds..	3 90	a 4 20	Iron tin, English -----per 110 pounds..	3 64	a 4 00
Chalk -----per pound..	30 a	36	Iron tin, Swedish -----per last of 464 lbs..	18 00	a 20 00
Copper, in plates -----do.....	27 a	30	Lead, Bremen, white -----per 100 pounds..	6 50	a 7 00
Cheese, Swiss -----do.....	14	-----	Linseed, Riga -----per ton..	7 60	a 8 00
Cakes, linseed oil -----per 2,244 pounds..	20 00	a 21 00	Mats, Russian -----per 10 pieces..	1 10	a 1 40
Candles, wax -----per pound..	36	-----	Oil, linseed -----per 100 pounds..	9 20	a 9 40
Cloth, hair -----per 2 feet (ell)..	24	-----	Oil, rapeseed -----do.....	8 80	-----
Cloth, damask -----do.....	18 a	20	Oil, vitriol -----do.....	4 80	-----
Cordage -----per pound..	9 a	9 $\frac{1}{2}$	Plums -----do.....	8 00	a 12 00
Cream of tartar -----per 100 pounds..	18 00	a 23 00	Pimento -----do.....	8 00	-----
Crystal tartar -----do.....	40 00	-----	Potash, Russian -----do.....	6 80	-----
Cigars for the past year, viz :			Rapeseed -----per last of 80 bushels..	164 00	a 180 00
Cigars, Havana -----per 1,000..	18 00	-----	Rape cake -----per 2,244 pounds..	16 00	a 17 00
Cigars, Cuban -----do.....	5 60	a 7 00	Rhubarb -----per pound..	1 a	2 $\frac{1}{2}$
Cigars, Ambalema -----do.....	4 40	a 5 30	Salt, Liverpool -----per 54 bushels..	11 20	-----
Cigars, Florida -----do.....	4 00	a 5 00	Salt, Prussian -----do.....	30 00	-----
Cigars, Upata -----do.....	4 00	a 4 80	Shellac -----per pound..	12 a	18
Cigars, Brazil -----do.....	4 00	a 4 65	Syrup, Bremen -----per 100 pounds..	4 20	-----
Cigars, Domingo -----do.....	3 60	a 4 80	Tallow, German -----do.....	11 50	-----
Cigars, Connecticut -----do.....	4 00	a 4 50	Tar, Russian -----per ton....	3 42	-----
Cigars and other leafs -----do.....	3 60	a 4 00	Tar, Swedish -----do.....	4 75	-----
Cigars, Bremen -----do.....	6 00	-----	Thran or train oil -----do.....	17 25	-----
Cloth, sail, German -----per roll..	4 00	a 16 00	Thran, Russian -----do.....	17 40	-----
Cloth, sail, Holland -----do.....	16 00	a 20 00	Thran, Han -----per 237 pounds..	18 00	-----
Green, Bremen -----per pound..	42 a	48	Wax, yellow -----per pound..	32	-----
Glue -----per 100 pounds..	8 80	a 12 00	Wax, white -----do.....	40	-----
Hair, horse -----per pound..	18 a	24	Wine, Hock -----per dozen..	2 40	-----
Herring, Holland, per ton, 340 to 370 lbs.	12 12	-----	Vinegar -----per 58 gallons..	6 40	a 8 80
Herring, Scotch -----do.....	7 20	-----			

(a) Similar statements for July 7 and October 6, 1853, and January 6 and April 6, 1854, are omitted.

2d. INSURANCE.—*Rates of insurance from Bremen and back, as established April 17, 1854.*

	Out.	In.		Out.	In.
	<i>Per cent.</i>	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>
Hamburg, Nieder, and the Elbe-----	$\frac{3}{4}$	$\frac{3}{4}$	North American Atlantic ports-----	$1\frac{1}{2}$	$1\frac{1}{2}$
West coast of Denmark-----	$\frac{3}{4}$	$\frac{3}{4}$	Quebec-----	$1\frac{3}{4}$	-----
The Jahde and East Friesland-----	$\frac{3}{4}$	$\frac{3}{4}$	New York, per steamer-----	1 a $1\frac{1}{2}$	1 $1\frac{1}{2}$
Holland and Belgium-----	1	1	St. Thomas and Porto Rico-----	$1\frac{1}{2}$	$1\frac{1}{2}$
East coast of England and Scotland-----	$\frac{3}{4}$	$\frac{3}{4}$ a $2\frac{1}{2}$	Hayti, Jamaica, Manzanilla, Santiago, Gibara-----	$1\frac{1}{2}$	$1\frac{1}{2}$
London and Hull, per steamboat-----	$\frac{1}{2}$	$\frac{1}{2}$	Havana, Trinidad-----	$1\frac{3}{4}$	$1\frac{3}{4}$
Bauffer coast-----	$1\frac{1}{2}$	$1\frac{1}{2}$ a $3\frac{1}{2}$	New Orleans, Mobile-----	$1\frac{3}{4}$	$1\frac{3}{4}$
West coast of England and Ireland-----	$1\frac{1}{4}$	$1\frac{1}{4}$ a $3\frac{1}{4}$	Galveston-----	2	2
English Channel-----	1	1	Tampico-----	$2\frac{1}{4}$	$2\frac{1}{2}$
Bay of Biscay-----	$1\frac{1}{4}$	$1\frac{1}{4}$	Vera Cruz, Yucatan-----	2	2
Portugal and Spain to Gibraltar-----	$1\frac{1}{4}$	$1\frac{1}{4}$	Santa Martha-----	$1\frac{3}{4}$	$1\frac{3}{4}$
Mediterranean to Naples-----	$1\frac{1}{2}$	$1\frac{1}{2}$	Laguayra, Porto Cabello, Maracaibo-----	$1\frac{1}{2}$	$1\frac{1}{2}$
Adriatic Sea-----	$1\frac{3}{4}$	$1\frac{3}{4}$	Cuidad Bolivar-----	$1\frac{3}{4}$	$1\frac{3}{4}$
Alexandria, Syria, and the Archipelago-----	$1\frac{3}{4}$	$1\frac{3}{4}$	Brazil-----	$1\frac{1}{2}$	$1\frac{1}{2}$
Constantinople-----	$2\frac{1}{2}$	$2\frac{1}{2}$	La Plata river-----	$1\frac{3}{4}$	$1\frac{3}{4}$
Black Sea and Sea of Azof-----	$3\frac{1}{4}$ a $4\frac{1}{2}$	$3\frac{1}{2}$ a $4\frac{1}{2}$	West coast of Africa-----	$1\frac{3}{4}$	$1\frac{3}{4}$
Gothenburg and east coast of Denmark-----	1	1	Capetown, Algoa Bay-----	$1\frac{3}{4}$ a 3	$1\frac{3}{4}$ a 2
Baltic Sea, Lubeck to Stettin-----	1	1	West coast of South America to Lima-----	$2\frac{1}{2}$ a $2\frac{3}{4}$	-----
Baltic Sea, Dantzic to Memel-----	$1\frac{1}{4}$	$1\frac{1}{4}$	West coast of Mexico-----	$3\frac{1}{2}$	5
Stockholm-----	$1\frac{1}{2}$	$1\frac{1}{2}$	East Indies, Adelaide-----	$2\frac{1}{2}$	-----
Russian ports-----	-----	-----	China and Manilla-----	3	-----
Norway to Bergen, inclusive-----	1	1	Insurance on vessels and cargoes under Spanish and Portuguese flags is $\frac{1}{4}$ per cent. higher.	-----	-----
Norway, from Bergen to Hamburg-----	$1\frac{1}{2}$	$1\frac{1}{2}$			
Greenland and back-----	$2\frac{1}{4}$	-----			
Davis' Straits and back-----	5	-----			

Freights.—It is impossible to give a table of freights, as they vary from week to week. The emigrant shipping has a great influence on outward freights, and still greater on homeward freights, owing to goods being taken for ballast at nominal rates. Freights to New York are now engaged on sailing vessels at \$20 per 100 cubic feet Bremen, = 85 cubic feet American, though this high rate is unusual. Generally, the rate is from \$8 to \$10 per 100 Bremen cubic feet, = 85 American; to New York and to Baltimore, from \$5 to \$8 per 85 American cubic feet; and from Bremen to Philadelphia, from \$10 to \$15 per 85 cubic feet American. Freights to all American ports, per sailing vessels, are nearly 100 per cent. higher now than usual, owing to the long homeward voyages, and but very few vessels in port. Rates of freight are less to those ports where emigrants debark in great numbers. Wooden toys, crucibles, and hardware pay about \$2 per last less than woolens, cottons, silks, and other fine goods. Iron chains, pipe-clay, lead, &c., &c., taken in ballast, pay at the rate of from 25 cents to \$2 per ton of 2,000 lbs., American weight. Weser river freights average, from Minden, 40 cents per 300 lbs. for common bulky goods, and from 45 to 50 cents for goods of finer description per 300 lbs. quantity. Freights, per American steamships Washington and Hermann, are now engaged at \$30 per 40 cubic feet, American measure. Lighterage from Bremen to Bremer-

haven is 50 cents per ton of 2,000 lbs.; drayage, 40 cents per ton of 2,000 lbs.; shipping charges, 11 mills per 100 pounds, for maintaining expenses of transit.

Commissions.—The usual commission for purchasing goods is $2\frac{1}{2}$ per cent. This is particularly applicable to linens, &c. Bremen merchants charge a banking commission of $\frac{1}{2}$ per cent. for paying and forwarding merchandise to America.

3d. Cigars are generally sent to the United States on consignment, the consignees receiving $2\frac{1}{2}$ per cent. commission on sales, &c. When sold, it is on a six months' credit from date of invoice, payable by a draft. General merchandise, as cloths, hardware, &c., are bought on American account, of the manufacturers in the interior, by the agent, either in the place of manufacture or in this city.

Hardware, silks, and cloths are bought on a credit of from 3 to 4 months from date of invoice, (generally 3 months,) payable by draft.

Cotton goods, purchased at 6 months' credit from date of invoice, paid in same manner as in preceding cases.

4th. The following table exhibits the rates of exchange between Bremen and New York, from July 8, 1853, to June 8, 1854:

1853—July 8.....	$79\frac{1}{4}$ gold, $79\frac{1}{2}$ paper.	1854—January 6.....	$80\frac{3}{4}$ gold, 81 paper.
“ August 5.....	$79\frac{5}{8}$ “ $79\frac{3}{4}$ “	“ February 10..	$79\frac{1}{2}$ “ $79\frac{3}{4}$ “
“ September 9..	$79\frac{1}{4}$ “ $79\frac{1}{4}$ “	“ March 11.....	$79\frac{1}{2}$ “ $79\frac{3}{4}$ “
“ October 7.....	$79\frac{1}{2}$ “ $79\frac{3}{4}$ “	“ April 6.....	$79\frac{3}{8}$ “ $79\frac{3}{4}$ “
“ November 4... 80 $\frac{1}{8}$	“ 80 $\frac{3}{8}$ “	“ May 5.....	$79\frac{5}{8}$ “ $79\frac{3}{4}$ “
“ December 9... 80 $\frac{3}{8}$	“ 80 $\frac{5}{8}$ “	“ June 8.....	80 “ 80 $\frac{1}{4}$ “
		True par.....	$78\frac{3}{4}$ “

5th. The duties on exports to the United States is $\frac{1}{2}$ per cent. ad valorem. On imports from the United States, $\frac{2}{3}$ per cent. ad valorem. In addition, there is a trifling duty levied on importations, to defray expenses of weighing and measuring, of half a cent per 100 pounds, or 10 cents per 100 cubic feet.

6th. No internal taxes levied in this consulate, though some manufactured articles are taxed higher for consumption than exportation; for instance, imitation champagne, at \$4 per dozen when exported, but when sold for consumption is \$6 40 per dozen.

7th. The rates of wages are as follows:

Mates (shipping).....	\$17 00 a \$20 00 per month.
Good seamen.....	9 00 a 12 00 “
Ordinary seamen.....	8 00 a 10 00 “
Boys.....	4 00 a 6 00 “
Ship carpenters, in summer.....	45 a 65 per day.
Ship carpenters, in winter.....	40 a 50 “
Journeyman coopers.....	3 20 a 4 80 per week.
Common laborers.....	30 a 40 per day.
Cigar makers.....	1 00 per 1,000
Assorters.....	2 60 per week.

Clerks in stores and counting-houses receive light wages. Those in the foreign counting-houses have no salary for the first three years, but have to pay for their own necessities. Few receive salaries; these generally from \$250 to 490 per annum.

Summary statement of the values of importations into Bremen of articles the growth, produce, or manufacture of the United States, in the years 1851 and 1852. (a)

Ports.	1851.	1852.
New York.....	\$1,511,216	\$1,202,962
Baltimore.....	825,618	20,225
Richmond.....	674,820	1,618,645
Philadelphia.....	48,918	324,300
Wilmington.....	12,060	11,330
Charleston.....	325,850	262,730
Savannah.....	162,260	(b) 79,830
New Orleans.....	1,447,875	2,452,032
Galveston.....	66,750	71,775
Total.....	5,075,367	6,043,829
Aggregate amount of duty at $\frac{2}{3}$ per cent..	\$33,835 78	\$40,292 19 $\frac{1}{2}$

(a) This summary is made up from the very minute and detailed statement of the consul.

(b) Including Florida.

Statement of the annual importation into Bremen of the principal articles of import, from the year 1838 to 1851, inclusive, in United States weights and measures.

Year.	Ashes.	Cotton.	Coffee.	Rice.	Raw sugar.	Refi'd sugar.	Tea.	Pepper.	Pimento.	Raisins.
	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
1838.....	1,809,303	2,060,179	16,114,736	2,734,583	15,166,787	3,629,299	556,863	141,157	225,373	811,950
1839.....	2,593,333	418,522	11,629,960	5,981,735	13,172,359	2,713,215	210,963	853,616	394,906	824,950
1840.....	1,018,491	2,578,323	16,333,982	4,833,121	14,854,880	3,017,899	466,009	1,098,135	247,945	971,173
1841.....	1,365,447	2,466,842	14,999,197	6,034,244	14,215,957	4,712,624	78,685	761,165	234,727	1,294,442
1842.....	2,194,313	4,195,930	16,414,447	5,152,334	15,826,897	3,671,950	333,619	864,684	262,226	1,266,228
1843.....	2,307,060	8,070,250	14,262,686	6,831,672	15,499,724	3,270,430	439,829	667,687	123,748	988,816
1844.....	1,007,531	4,952,091	14,283,784	10,924,639	13,664,337	1,617,898	137,711	42,215	27,923	605,904
1845.....	2,608,353	7,367,460	13,542,264	8,697,712	21,246,909	3,084,550	485,963	1,378,383	336,854	2,810,898
1846.....	1,236,221	4,810,048	13,321,339	7,703,499	19,661,594	798,770	341,972	927,627	130,584	150,509
1847.....	1,095,669	4,850,471	15,256,637	13,233,995	20,250,854	968,842	566,614	763,275	118,123	597,441
1848.....	1,948,644	6,318,205	14,193,375	12,744,267	19,873,713	1,462,726	118,011	1,239,364	508,900	1,136,641
1849.....	1,416,415	9,353,921	16,962,642	15,327,604	18,944,587	1,328,360	187,638	139,964	1,008,557	1,180,861
1850.....	2,423,245	5,466,410	13,352,183	10,707,343	13,406,797	1,223,150	130,493	670,956	512,600	999,009
1851.....	1,756,979	10,792,278	14,863,814	14,408,798	20,237,691	598,673	220,062	207,951	95,096	1,386,625

STATEMENT—Continued.

Year.	Herrings.	Wine.	Raw tobacco.	Stems.	Woods.	Hides.	Hides, dry.	Train oil.	Coals.	Bar iron.
	Tons. (c)	Gallons.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Tons. (d)	Bushels.	Pounds.
1838.....	5,640	1,257,150	18,880,944	6,993,119	1,654,265	188,016	1,141,217	46,034	30,805	5,483,672
1839.....	4,418 $\frac{1}{2}$	902,044	16,338,858	8,528,217	5,065,912	263,659	653,075	27,047	30,809	5,187,105
1840.....	7,309	982,462	25,314,413	4,401,752	7,585,806	285,571	1,268,531	41,896	38,016	8,026,726
1841.....	6,130	1,247,454	32,731,194	7,712,071	5,606,198	244,326	2,747,638	38,316	70,740	9,807,791
1842.....	6,420	857,414	43,051,626	5,930,003	4,044,142	320,575	1,541,442	38,715	72,522	10,362,210
1843.....	8,891	609,116	39,252,512	4,821,732	4,799,051	358,043	1,655,296	37,143	58,779	9,708,513
1844.....	6,900	624,750	41,013,363	5,472,589	5,763,279	342,555	1,243,148	53,721	67,972	10,125,442
1845.....	6,977	840,570	45,096,363	6,464,092	5,694,168	597,006	3,295,968	59,276 $\frac{1}{2}$	133,120	4,684,367
1846.....	9,270 $\frac{1}{2}$	910,078	36,787,141	7,896,251	5,022,799	369,112	1,431,239	30,600	75,006	5,625,680
1847.....	4,970	1,213,302	34,983,942	10,430,674	8,758,443	433,629	1,895,966	36,050	163,571	8,467,325
1848.....	8,680	1,618,432	26,728,751	5,526,358	12,422,280	473,330	1,906,675	28,109 $\frac{1}{2}$	155,854	7,151,133
1849.....	8,308	1,099,533	34,546,398	7,356,536	17,248,980	559,659	2,054,652	23,370	114,966	9,048,208
1850.....	5,187	1,533,855	41,887,277	9,877,690	13,299,397	1,000,228	1,892,438	22,230	86,832	7,711,574
1851.....	6,266	1,410,792	36,387,277	9,277,640	14,972,700	652,834	2,409,485	27,533	105,462	8,717,217

(c) The tons here specified contain 310 to 345 pounds.

(d) The tons here specified contain 275 pounds.

Average prices of the principal articles of Bremen importation for the years 1838 to 1851, inclusive.

Date.	Ashes, per 100 pounds.	Cotton, per pound.	Coffee, per pound.	Rice, per 110 pounds.	Refined sugar, per pound.	Raw sugar, per pound.	Ten, per pound.	Pepper, per pound.	Pimento, per lb.	Raisins, per 110 pounds.	Wine, per 58 gallons.	Stems, per 110 pounds.	F. hides, per lb.	D. hides, per lb.	Train oil, per 237 pounds.	Stone coal, per 54 bushels.	Bar iron, per 132 pounds.
		Cents.	Cents.		Cents.	Cents.	Cents.	Cents.	Cents.				Cents.	Cents.			
1838.....	\$5 80	11½	9½	\$4 66	6½	5½	32½	7½	6½	\$4 68	\$15 50	\$3 20	5½	11½	\$11 80	\$19 06	\$3 04
1839.....	5 60	12½	11½	4 60	6½	5½	41½	6½	7	3 85	17 84	3 40	7½	12½	12 07	19 60	3 33
1840.....	5 50	10½	10½	4 12	6½	5½	43½	6½	5½	4 12	17 20	2 90	7½	13½	11 50	20 42	3 90
1841.....	5 80	11 1-6	10	4 60	6½	4½	37½	5½	6	3 80	15 40	2 70	6½	12½	12 30	19 00	2 80
1842.....	6 40	9½	9	3 36	5½	3 1-6	40½	5½	5½	3 40	17 20	3 80	7½	10½	12 66	21 04	2 20
1843.....	6 20	7½	7½	3 00	5½	4½	34	5½	4½	3 45	18 00	2 88	6½	11½	12 30	23 00	1 90
1844.....	5 60	8½	7½	3 50	4½	5½	34½	6½	6½	5 30	17 66	3 20	5½	11½	13 04	23 50	2 00
1845.....	4 90	7½	6½	3 56	6½	4½	33½	5½	5½	5 30	16 36	2 87	6½	11½	12 36	23 50	2 82
1846.....	4 65	9	7½	4 25	6½	5½	33½	4½	6½	4 12	19 50	3 00	6½	10½	10 40	22 70	3 16
1847.....	6 40	12½	7½	4 42	5½	4½	25½	4½	9½	4 64	18 20	3 00	5½	10½	12 54	22 20	3 06
1848.....	6 70	9½	7½	3 20	6½	4½	30½	5½	7½	4 06	17 20	3 00	5½	8½	11 70	23 44	2 66
1849.....	6 10	8½	7	3 85	5½	5½	40½	5½	6½	4 80	18 60	3 00	4½	8½	14 00	21 85	2 33
1850.....	6 80	14½	9½	3 45	5½	4½	29½	5½	11	5 40	18 00	2 65	5½	9½	15 50	21 04	2 40
1851.....	6 00	13½	9½	3 20	5½	4½	28½	6½	9	4 20	19 06	3 00	7½	12½	15 50	20 35	2 60

MARCH 3, 1856.

Statement of the values, in Prussian thalers, (a) of the commerce of Hamburg and Bremen during the years specified.

IMPORTS.

YEARS.	HAMBURG.					BREMEN.				
	By sea.			By land and by river.	Grand total.	By sea.			By land and by river.	Grand total.
	Transatlan- tic.	European.	Total.			Transatlan- tic.	European.	Total.		
1851.....	20,660,915	68,166,865	88,827,780	97,811,190	186,638,970	13,434,195	6,674,537	20,108,732	22,130,658	42,239,380
1852.....	21,890,685	75,022,795	96,913,480	99,100,930	196,014,410	14,319,209	7,162,324	21,481,433	22,960,551	44,441,984
1853.....	23,357,075	84,527,895	107,884,970	114,054,795	221,939,765	14,981,651	8,125,132	23,106,783	29,920,069	53,026,853
1854.....	26,591,415	90,020,000	116,611,415	148,722,600	265,334,015	19,592,938	9,037,259	28,630,197	30,425,076	59,055,273
1855.....	26,481,320	95,076,245	121,557,565	142,721,530	264,279,095	20,736,278	8,461,338	29,197,616	29,382,859	58,580,475

EXPORTS.

1851.....	20,611,755	29,135,705	49,747,460	119,334,225	169,081,685	11,291,038	7,696,623	18,986,661	17,986,904	36,977,565
1852.....	25,107,300	37,398,270	62,505,570	123,742,160	186,247,730	12,799,222	8,066,931	20,866,153	20,271,800	41,137,953
1853.....	28,801,495	44,784,000	73,585,495	137,251,250	210,836,745	20,105,330	8,545,397	28,650,727	20,588,016	49,238,743
1854.....	32,315,685	57,604,190	89,919,875	156,595,045	246,514,920	19,652,965	10,571,974	30,224,939	22,394,055	52,618,994
1855.....	25,182,990	46,067,585	71,250,575	132,360,225	253,610,800	16,287,709	10,971,446	27,259,155	26,557,596	53,816,751

(a) The thaler is equivalent to 69 cents.

Statement showing the navigation between Bremen and all foreign countries in aggregate numbers, distinguishing that between Bremen and the United States, during a period of seven years, from 1849 to 1855, inclusive.

Years.	NAVIGATION BETWEEN BREMEN AND ALL FOREIGN COUNTRIES.		NAVIGATION BETWEEN BREMEN AND THE UNITED STATES.	
	Entered Bremen.	Cleared from Bremen.	Entered Bremen.	Cleared from Bremen.
	<i>No. of vessels.</i>	<i>No. of vessels.</i>	<i>No. of vessels.</i>	<i>No. of vessels.</i>
1849.....	225	295	103	205
1850.....	301	295	128	175
1851.....	345	416	131	235
1852.....	443	508	179	327
1853.....	386	432	132	281
1854.....	459	493	200	362
1855.....	398	431	139	182

SWITZERLAND.

SWITZERLAND.

B A S L E .

DANIEL S. LEE, *Consul.*

JANUARY 4, 1854.

I have the honor to communicate to the department, in reply to its circular, dated October 8, 1853,(a) addressed to this consulate, and which reached here on the 1st of December, the following information, or rather opinions of the best informed men in Switzerland, as to the best mode of extending and increasing commerce between the two countries. I may first observe, that the commerce is already steadily increasing, and little Switzerland may justly be placed among the countries of the first commercial relations with the United States. The department, when it casts its eye over the figures which mark the amount of the trade from Switzerland to the United States, will be struck with the magnitude of that amount. This consulate, for the first six months of 1853, legalized invoices to the amount of over \$600,000 ; it is fair to presume that of Zurich as much more ; add to this the invoices not legalized by the consulates, but sent direct to purchasers in the United States, and it may not be a wild venture to say that Switzerland sends annually to the United States from four to six millions dollars in manufactured goods. By an abstract furnished this consulate from Havre, I find that from Geneva alone, through that port, there is shipped monthly for the United States (or rather I should say from the 12th September to the 12th October) within a fraction of 20,000 watches. Supposing this to have been an average, it would give the enormous sum of 240,000 annually.

Very few of the "queries" addressed by the department, in its circular of 8th October, to our consuls and commercial agents apply to Switzerland, she having no marine ; yet, as to such as do apply, in my efforts to obtain the information desired by the department I have been most willingly and kindly seconded by gentlemen who have passed the greater portion of their lives in the commerce between the two countries, and whose opinions, therefore, upon this subject may be justly entitled to consideration.

The report of the "Class of Commerce," in Geneva, I herewith have the honor of transmitting to the department, together with communications from the other named gentlemen.(b)

The most important queries in the circular, as applicable to Switzerland, are Nos. 24, 25, and 26, of series No. 3. Pretty much the whole burden of the responses to these queries rests on the reduction of the duties, and the effect of this could hardly be questioned ; and yet, from the very great activity of the trade from Switzerland, one might naturally suppose that the Swiss manufacturer was content with the present rates of duties. But as this subject is fully discussed in the report of the Class of Commerce of Geneva, I shall not give it other consideration, except to remark that the anomaly of diamonds *set* and *unset* strikes the Swiss manufacturer as very

(a) See page 94, foot note.

(b) Omitted, except the report of the "Class of Commerce."

queer, and induces him to send his brooch or bracelet in one packet, and his diamonds in another, and to have his agent set them after their arrival in the United States.

The subject of a commercial treaty with France, for the transit of Swiss goods for the United States, is a very interesting one, and might, perhaps, have a happy effect upon the commerce between the two countries. The Swiss manufacturer would have his goods *plumbed* at the first French station, then to pass on unmolested to their destination; whereas, they are now subjected to be overhauled and ill repacked, to the damage and detriment of many packages. He seems to regard his own government as unable or incompetent to render him this service, and, therefore, asks his great commercial neighbor, the United States, to do it for him. I respectfully submit his wishes.

The subject of an improved postal arrangement is certainly one meriting the attention of both governments; the rates are exorbitant. For a single letter, from any portion of Switzerland to the United States, via Liverpool, the postage is 1 franc 30 centimes, equal to 25 cents, and their allowances are so very light that it is almost impossible to send an ordinary sheet of paper in an envelope without incurring the enormous tax of double rates, or over 50 cents. This, you will observe, is a very serious drawback to correspondence, and yet correspondence must necessarily accompany commerce; and should that correspondence reach the magnitude of the despatch which I now have the honor of transmitting, it becomes dollars rather than francs. It is respectfully suggested whether or not some amelioration may not be effected in this particular through the medium of sealed bags, direct from Switzerland to the United States.

In reply to question 26, of series No. 3, "What can merchants of the United States send advantageously to your consulate?" I may state that one article has been particularly mentioned by those engaged in commerce (lard) which usually ranges here from 14 to 16 cents per pound, thereby giving a very good margin to American shippers.

[Translation.]

Memorial presented by the Class of Commerce to the Society for the Promotion of Commerce and Industry in Geneva:

The government of the United States, in a circular addressed to its consuls and commercial agents throughout the world, has submitted to them a series of questions, with a view of presenting to Congress all possible information in relation to the adoption of such legislative measures as may best develop and extend its commercial relations with all foreign nations. The relations of the American government with most civilized nations are already defined and regulated by treaties. It is evident from the past legislation of this government, with which all who have watched its progress must be familiar, that it neglects no means to extend its commerce even among nations hitherto averse to enter into any commercial engagements.

The steam navigation which the Americans have, with astonishing rapidity, established with all the countries west of their continent, and which, in the course of a few years, must necessarily render them the carriers in conducting the commerce of the Pacific, of the coast of Japan, of China, and even of Australia, authorizes the belief that the commerce of this nation, which has so wonderfully expanded during the past fifteen or twenty years, is rapidly approaching the apogee of its grandeur. * * * * * * *

The inland position of Switzerland renders its commercial relations with the United States exceedingly simple in form. We see but few, if any, Americans coming amongst us to establish commercial houses. We have no navigation, and, consequently, cannot expect to behold either

American ships or sailors. We borrow, as it were, the flags of neighboring nations, and, singular though it be, we have beheld the Swiss nation, during the past twenty-five or thirty years, without its consent, brought in as a beneficiary party in treaties concluded with the United States by neighboring powers who have used Switzerland as a convenience.

This anomalous position of Switzerland, situated as it is in the very centre of Europe, renders, to a certain extent, 94 to 97 of the questions contained in the circular inapplicable. Those in which Switzerland can feel any interest are questions 24, 25, and 26, queries No. III, as follows:

“No. 24. What legitimate means can be adopted by the government of the United States that will tend to promote the commerce and navigation between the two countries, and maintain and strengthen their intercourse and friendly relations?”

“No. 25. What can the Swiss merchants in your consulate send to the United States, advantageously to both countries, to a greater extent than at present?”

“No. 26. What can merchants of the United States send, advantageously, to Switzerland?”

The consul of the United States at Basle, on a temporary visit to Geneva, has addressed himself to one of the members of the Class with a view of obtaining such facts as would enable him to transmit the desired information to his government.

If we consider the great commercial freedom enjoyed equally by the citizens of Switzerland and of the United States of America, and, also, bear in mind the sufficiency of capital ever ready, especially when a favorable investment offers; if to these considerations we add the well known eagerness with which the merchants of the latter country seize upon every occasion which holds out any prospect of profit, it seems that the only response proper to make to the government of the United States is this: “We are very well satisfied with the relations now existing between us and your country, in which we find a good market for our productions—the more appreciable when contrasted with the restrictions with which we have to contend in almost every other nation. Continue to keep your ports open to our merchandise as you have heretofore done, and we shall remain both happy and grateful.”

Beyond this; if, in casting the eye over western Switzerland, we should inquire what articles form the basis of our exchange with the United States, we would find that the variety is exceedingly limited, though, in value, they are quite important. First, watches, which pay an import duty of 10 per cent. in the ports of the United States. The opinion is general among the watch manufacturers of Geneva that this duty is moderate, and they would not think of asking a reduction, unless, indeed, they should be actuated in doing so by considerations of morality and justice, resulting from a belief that if the duty were reduced by 5 per cent. it would remove every inducement on the part of the manufacturers to make false declarations, and would thus protect the honest and conscientious dealer from the disadvantages under which he is placed by declarations of value below the real cost of the merchandise; hence, a reduction of this duty by one-half would seem to be demanded by expediency, as it would unquestionably regulate and extend the trade.

The duty of 30 per cent. levied on articles of jewelry in the United States is so extravagant that it would seem to exclude importation, without any exception, save some articles of great novelty, the high price of which must necessarily limit the importations. Merchandise of this kind, besides, presents this anomaly, namely, that diamonds and precious stones, which, in point of value, form a considerable portion of our manufactured products, pay only 5 per cent. *ad valorem* when imported on paper, (unset,) whilst, if fixed upon the bracelet or brooch, (set,)

they are subject to a duty of 30 per cent.—the tariff duty in the United States on manufactured articles of fashion of this class. In this particular case it happens that, to avoid this latter duty, diamonds are forwarded detached from the ornament of gold which they are intended to embellish.

Circumstances of this character are sufficient of themselves to demonstrate the bad policy of a high tariff, especially when viewed in connexion with the efforts made to evade such tariffs, even in a legal way. It is, therefore, clear that Swiss commerce as well as the interest of American purchasers demand a reduction of import duties on such merchandise as eminently beneficial and just.

The preceding views, which are the result of several conferences with merchants of Geneva engaged in the watch business, have awakened the liveliest interest on the part of the American consul, and he has expressed his desire to extend still further, if possible, the scope of his inquiries on so very important a subject.

Having been apprised of the existence at Geneva of a society of which we constitute one class, he is exceedingly desirous that the questions which have been submitted to him should be laid before the society, in order to elicit such information and illustration as the experience of the members may enable them to bestow. * * * *

This memorial, after being read, was referred to a committee of nine members, with instructions to report to the society such information as would enable them to furnish the American consul the data necessary to answer the queries contained in the circular of the State Department.

Report of the Committee, read and approved on the 28th December, 1853.

The committee to whom you have confided the duty of collecting the requisite information to answer, in a practical and useful manner, the questions contained in the circular of the Secretary of the Treasury [of State] of the United States, has bestowed upon that subject the most careful consideration; and first, it is with sincere pleasure that we acknowledge that during the whole of our labors we have experienced the cheerful co-operation and polite assistance of the manufacturers and merchants whom we have had occasion to consult. The committee have had four sessions: the first was devoted to a general discussion of the topics presented, and to the consideration of some definite points for future deliberation; the second and third sessions were occupied with reports voluntarily presented, both orally and in writing, by merchants, in pursuance of an invitation to that effect, which we addressed to them in the public journals; finally, the fourth session was engaged with the reading and discussion of the report which we now present. During the interval between the third and fourth sessions, two members of your committee visited eight commercial and manufacturing houses, which had been indicated to them as possessing all the information necessary to complete the material already collected, all of which we now beg leave to present in detail:

Watches.—The merchants engaged in this commerce appear, in general, well satisfied with their present relations with the United States. The duty of 10 per cent. levied on watches (when imported into the United States) your committee does not regard as presenting any obstacle, generally speaking, to the development and extension of their trade; nevertheless, some suggestions were laid before the committee which we do not feel at liberty to pass over. Some of these merchants would view with much satisfaction the adoption by the American government

of a system of specific duties, or so much per piece on watches, as is the case in England, Russia, Austria, and the states of the Zollverein.

In England, there are, as we have been informed, five classes, which pay as follows: Silver watches, 2s. 6d., (60 cents) each; plain gold watches, 5s. (\$1 20) each; double case watches, 7s. 6d. (\$1 80) each; repeating watches, 12s. (\$2 88) each. On all watches exceeding in value £10, (\$48), £1 (\$4 80) each. (a)

In Russia, (b) gold watches, 3 roubles (\$2 25) each; silver watches, 90 copecks (67½ cents) each; galonic (gilt) watches, 1.60 copecks (\$1 20) each.

In Austria, there is a specific duty on all watches, whether of gold or silver, of 1 guilder = 48 cents.

Finally, in the states of the Zollverein, watches pay a duty of 80 thalers (300 frs. = \$55 20) per 110½ lbs.

This system of assessing duties has the advantage of precluding every possibility of a fraudulent declaration on the part of the manufacturer. Other merchants engaged in this business, whilst they admit the advantages of this system, find so few inconveniences resulting from the present arrangement that they are unwilling to see any change which might result in other inconveniences not now foreseen.

On the whole, it is the opinion of your committee that a reduction of the duty on watches to 5 per cent. would be received with satisfaction by the trade generally. But, apart from the view of this subject which has especially occupied your committee, we must invite attention to a very serious drawback to which the commerce in watches is subject. It will suffice for your committee to advert to this matter, without entering into any discussion of the subject. We speak of the class of gold watches.

A mercantile house, whose means of information on this subject are unsurpassed, and in whose testimony we have the fullest confidence, has assured us that for years they have forwarded to New York, unfortunately without any profit to their establishment, gold watches, whilst to others of their colleagues such description of watches appeared to be the subject of a most profitable trade. Does not the liberty enjoyed by the watch finishers in the United States to work on all the classes of watches—a liberty fully exemplified by the fact to which we have just adverted, particularly when taken in connexion with the desire to establish a fixed specific duty—does it not seem to indicate the necessity of proposing a new mode of assessing the duties, and the convenience of limiting the question of class to 18, which is the legal standard at Geneva?

Watch fixtures. (c)—This branch of our industry pays 10 per cent.; we have found the merchants unanimous as to the propriety of asking a total abolition of this duty, or its reduction to 5 per cent.

Crystals and jewels for watches.—We have in vain sought for any reasons which could justify the duty of 30 per cent. levied by the American government on this class of goods. The considerations which now lead this government to reduce its revenues, authorize us, we are free to say, to demand its complete abolition.

Jewelry.—The suggestions, upon articles of this description, presented in the memorial

(a) The present scale of duties on watches in England is: Gold, open faces, each, 5s. = \$1 20; gold, hunters', each, 7s. 6d. = \$1 80; gold repeaters, each, 15s. = \$3 60; silver, open faces, each, 2s. 6d. = 60 cents; silver, hunters', each, 3s. 6d. = 84 cents; silver repeaters, each, 8s. = \$1 92.

(b) The present duty on watches in Russia is: Watches, gold, and of all kinds gilt, with or without ornaments, each, 2 roubles = \$1 50; watches of silver, each, 60 copecks = 45 cents.

(c) Denominated in United States tariff "parts of watches."

which has been laid before the Class, having been fully verified by our investigations, we have only to recur to the anomaly which the American tariff exhibits, in the duty which it assigns to such merchandise. Diamonds and precious stones pay a duty of 5 per cent., jewelry is subject to 30 per cent; that is to say, precious stones pay a six-fold duty whenever they are attached to a brooch or a bracelet. The mere mention of this fact explains the devices to which merchants engaged in this trade must resort in order to evade within the law so exorbitant a tax. You have already been informed of the manner in which these articles are forwarded to the United States; but the temptation is too strong, because the duty should not operate as a premium for the encouragement of fraud, especially in reference to articles which, when united, are so costly and of such small bulk. England has already included in her free list precious stones; and when they are adjusted to some piece of jewelry, their value is, as it were, subtracted from the cost of the ornament, so that the 10 per cent. duty on such jewelry may apply only to the gold casing. Your committee is, therefore, of opinion that it is expedient to suggest a reduction of this duty from 30 per cent., the present rate, to 10 per cent., and ask that precious stones, whether attached to jewelry or not, be admitted free of duty.

Prepared skins.—This branch of industry, every day becoming more important in the commerce of Switzerland, is burdened with an import duty of 20 per cent. Information derived from a gentleman in every way competent to form an opinion, inclines us to regard the total suppression of this duty as a measure eminently necessary. Experience shows that the most enormous fraud is perpetrated with respect to this article. The perpetrators cause the manufacturers to deliver to them two invoices—one real and the other blank—the latter of which they fill up, when convenience serves, for presentation at the custom-house of New York, as the basis of ad valorem duties.

There is another consideration which gives additional force to our suggestion of reducing the duty. It is this: prior to 1846, England imposed on prepared leather so high a duty as to be equivalent to an actual prohibition. Now, feeling the importance of supplying her manufacturers with an article so necessary, and at the same time of such excellent quality, she has included prepared skins also in her free list. The result is, a profitable extension of commercial transactions between the two countries. Should it be deemed inexpedient to abolish the duty on prepared skins, a substitution of specific duties upon the weight, and not upon the value, would preclude the possibility of fraud.

Transit.—The necessity which her inland position has imposed upon Switzerland, of availing herself of the territories of her neighbors in her trans-maritime commerce, has long led her to feel a deep interest in the commercial policy of the countries by which she is surrounded. From the comparison which she is enabled to make of the treatment she has experienced in this regard, she finds that the country with which her wants and her inclinations have led her to maintain the most extensive relations is the one which evinces the least disposition to facilitate her ultra-maritime commerce.

We could have much to say on this subject, but we pass it over in silence. It will suffice to observe, that at every post [inland custom-houses] of entry or departure, in French territory, through which our merchandise must pass in *transit*, the packages are opened, re-examined, and re-packed, and their contents inspected, with all the expenses incident to such manifold operations; and not only this, but these customs posts claim the right to subject us to fines and penalties if the packages should not conform in every particular with the first invoice: that these operations, being conducted by inexperienced hands, having no responsibility, since the

damage resulting from their acts is not ascertained until the arrival of the goods beyond the sea, there is no remedy for the merchant, who is compelled to submit to this ruinous process; that the unpacking and repacking alone of their cases, by persons indifferent to their interest, exposes the packages to an overhauling destructive to their contents; that these precautions are solely taken for the greater security of the customs revenue, at the increased expense of the unfortunate exporter; that, in fine, France is the only country which keeps up this system of hostility to foreign commerce—a system which has been already abandoned in Europe by most of the nations, even by those less forward in commercial advancement.

Your committee is fully convinced that, whether these things are attributable to an unfriendly feeling on the part of French customs officers, or to indifference or weakness of the federal government, it would be useless to address our complaints in that direction, but we feel convinced that the mere representation of this condition of things to the American government will induce that nation to address a remonstrance to France upon the obstacles with which it embarrasses its relations with a friendly republic, and we have every reason to believe that it will not rest satisfied until they shall have been removed. A simple case will illustrate how these French custom-house officials sometimes amuse themselves at the expense of our exporting merchants. One of the latter informed your committee that having occasion to transmit music boxes to the United States, it was discovered, on their arrival at New York, that all the instruments were greatly injured, so that it was necessary to incur an expense of 80 francs to have them repaired. No other cause could have occasioned the loss than the fact that the French custom-house officials amused themselves by playing the pieces, to the great injury of our colleague. You can easily imagine, gentlemen, what chance he had to recover compensation from those who occasioned the damage. Another fact which has come to our knowledge, and which still further shows the damage which our merchandise receives when passing in transit through France, is that a very large haberdashery house in Geneva, having expensive business relations with England, now conducts all its operations through the port of Genoa, via Piedmont and Savoy, preferring this route as being exempt from the numerous losses incurred in transiting inward and outward through the French custom ports. We indulge the hope that the government of the United States, which is now contemplating a renewal of its commercial treaty with France, will be able to obtain such modifications as shall guaranty greater liberty and less annoyance to its commerce with Switzerland. By sealing with lead, and, if necessary, by double packing, France would have ample security against fraud, such as satisfies every other country in Europe except herself. Now, when her continuous line of railroads would place Switzerland in direct communication with the sea-ports, if the positive intention to embarrass our commerce did not exist, nothing would be more easy than to establish special cars, well *secured*, for the transit of merchandise from one frontier to the other, such as are now actually employed in the transiting of merchandise between London and Paris.

MAY 16, 1854.

In response to the circular from the Department of State, under date March 15, 1854, I have the honor to make the following—

ANSWERS.

FIRST SERIES.

1st. To my knowledge no treaty of any kind has ever been concluded between the United

States and Switzerland, except the general treaty negotiated by the Hon. A. Dudley Mann, which, however, has not, I believe, been ratified by the United States government.(a)

2d. No privileges exist here, and no restrictions are imposed on the commerce with any nation whatsoever.

6th. The Swiss have a uniform currency, the same as that of the French—francs and centimes. A uniformity of weights and measures has also been proposed, to take effect from and after the 31st of December, 1856. See summary of weights and measures accompanying this despatch.(b)

SECOND SERIES.

5th. All duties in Switzerland are trifling. In respect to produce, they are merely nominal. See tariff herewith enclosed.

6th. There are no internal or local taxes on any articles in Switzerland whatever, wines and liquors only excepted.

I transmit to the department the accompanying documents concerning the public income of Switzerland: The message of the government recommending the revenue laws; the laws themselves, and an account of the finances. The laws are from the year 1839, and still in force.

7th. For an ordinary day laborer the wages, at Basle and in its immediate environs, are from $1\frac{1}{2}$ to 2 francs per day—the franc = 18.6 cents. A man working in a garden or vineyard receives $1\frac{3}{4}$ franc per day. Hands engaged in manufacturing establishments, from 10 to 11 hours work per day, receive as follows: women, from 7 to 8 francs, and men, from 10 to 11 francs per week. These same hands may have board and lodging for $5\frac{1}{2}$ francs per week. In the interior the wages are materially lower, say from 15 to 20 per cent.

From inquiries in different quarters, I have been enabled to guess at, rather than know certainly, that the manufacturer or capitalist calculates, before commencing a business, that his capital will yield him, on an average, 15 per cent.

I regret that the information which I have been enabled to collect is of such a meagre character, but, as I had occasion to mention in a former despatch, Switzerland is nothing but a "little, inland, manufacturing, mountainous region," without ships, without ports, and, consequently, without any laws or regulations touching the general character of the queries in the circular before me.

ZURICH.

GEORGE H. GOUNDIE, *Consul*.

MARCH 4, 1854.

Some time ago I had the pleasure of receiving your "Circular Instructions to Consuls," &c., (c.) It is intended, mostly, for such consuls as reside at seaports, and Switzerland having none, and no vessels being built here, with the exception of some few small lake steamers, there are but three of the queries (III—Nos. 24, 25, and 26) which are in any way applicable to this consulate.

I addressed a communication to the proper department at Berne on the subject, stating the friendly object, and requesting such information, and particularly to queries III, Nos. 24, 25 and 26, as they might be able to furnish.

(a) Ratifications exchanged November 8, 1855.

(b) Omitted.

(c) Circular of October 8, 1853.—See page 94—foot note.

A few days since I received the enclosed communication from the secretary of customs and commerce, which, in my opinion, goes into the merits of the case so thoroughly, and gives such a plain matter of fact view, that I concluded to forward the original to you. It is, in a measure, also an appeal to Congress, setting forth reasons why Switzerland should receive favorable notice in the proposed reduction of duties.

The trade between the United States and Switzerland is gradually on the increase. American flour, which, prior to 1847, never reached this country, is in common use now, and if reduction can be obtained on the expense of transportation through France, or on the Rhine, it may, in time, become as much in use as that obtained from the Baltic.

During the year 1853, the following amounts of Swiss manufactured articles were exported to the United States, the papers of which passed through this consulate, nine-tenths of which were manufactured alone in the Canton of Zurich, which contains a population of but 250,000:

Silk goods, amounting to.....	19,312,050 francs.
Cottons (mostly from Canton St. Gall).....	703,812 “
Straw goods.....	72,939 “
Catholic books, from Convent Einsiedel.....	18,965 “
Cheese.....	8,845 “
Calf skins, &c.....	16,779 “
Making a grand total of.....	<u>20,133,390 francs.</u>

[Translation.]

BERNE, *January 29, 1854.*

MONSIEUR LE CONSUL: The undersigned department has the honor to answer the three questions in your letter of the 29th November, 1853, concerning the commercial relations between Switzerland and the United States of America.

Before entering upon a special answer to these three questions, the department takes the liberty of premising the following general remarks:

The influence of the government upon the commercial relations between States, as well as private individuals, can be an useful and expeditious one only so far as it manifests itself in a negative direction, limiting its sphere of activity to removing obstacles opposed to a natural development of a mutual commercial intercourse. To do more would undoubtedly injure commercial liberty, and produce effects in full contrast to those desired. Commerce wants, besides the necessary means of connexion and transport, nothing but security and liberty. If, therefore, a government desires to promote commerce, it can never be done with more success than when providing by legislation, or by commercial treaties with other countries, that the utmost possible liberty in commercial intercourse shall be granted. Although Switzerland, according to its topographical nature, seems rather to be intended for the raising of cattle and for agricultural pursuits, yet it does not produce the necessary quantity of provisions sufficient for its own wants, and consequently must look for the residue to foreign products; but for the sake of its dense population, it is compelled to make up by its industry that amount necessary for equalizing the balance of the public intercourse with foreign countries. The United States, however, seem, with their fertile soil and their partially tropical climate, especially to be designed for agriculture, and their excellent means of transport enable them to export a great quantity of their agricultural productions to an extent indeed never before beheld. On the other hand, the United States offer an extensive and ready market to foreign products, and Switzerland has

already with them commercial relations, which have, especially during the last few years, been constantly increasing in magnitude. But that these relations would be greatly extended if the importation of Swiss manufactures into the United States should be facilitated is beyond question. Although Switzerland, in its commercial relations with the United States, is situated in no worse position than even the greatest commercial countries, yet the undersigned department believes that if any nation should have a right to lay claim to a special favor it would be Switzerland, inasmuch as having been always devoted to the free trade system, she has offered to the various agricultural products and manufactures of the United States a very considerable and almost duty-free market. She demands no protective, but only financial duties, which are levied instead of the former road and cantonal tolls; but these taxes are so insignificant that they cannot be considered as rendering difficult the importation.

This is, in no other country, the case, all of them having surrounded the importation and sale of foreign merchandise with duties for the advantage of their home produce.

It would seem, therefore, that the government of the United States should be inclined, according to the principle of reciprocity, to extend, by a diminution of import duties on Swiss products, the mutual commercial relations; and thus Switzerland would, by this new proof of the friendship of the United States, congratulate itself, and wish only for the opportunity to give also proofs of friendship, and its attachment to the United States.

Proceeding now to a special answering of your questions, the department has the honor to reply to the first—"What legitimate means can be adopted by the government of the United States that will tend to promote the commerce and navigation between the two countries, and maintain and strengthen their intercourse and friendly relations?"—as follows:

If the government of the United States intends to promote and extend the commercial and friendly relations between the two countries, a reduction of the American importation duties on Swiss staple products would, without doubt, be the most effective means for this purpose, provided the introduction of an entire free trade be not possible.

In regard to the second question—"What can merchants in your consulate send to the United States, advantageously to both countries, to a greater extent than at present?"—the department has, in general, only to present, that Switzerland finds for its various industrial productions, such as cotton manufactures of all kinds, silk goods, watches, jewels, straw matting, cheese, manufactures of wood, and other articles, in the markets of the United States, a considerable sale, which, by moderated import duties, or other commercial favors, must become more considerable and extensive. Especially is the rate of the North American tariff duty on silk (25 per cent.) and on straw matting (30 per cent. ad valorem) for Swiss products very unfavorable, and, therefore, a reduction of the same is the more desired, inasmuch as Switzerland levies but light duties on American articles—as, for example, raw cotton and whale oil only 30 centimes, (5½ cents,) on flour, 50 centimes, (9³/₁₆ cents,) and on grains, 15 centimes, (2⁷/₁₆ cents,) per 50 kilogrammes, (110 pounds,) import duty—a reduction of the import duty on its products into the United States would be the more justifiable, as it would thus only receive what it has granted.

Concerning the third question—"What can merchants of the United States send advantageously to your consulate?"—the department has only to remark, that the numerous North American products, especially cotton, grain, flour, sugar, tobacco, whale oil, &c., which already, either directly or indirectly, come in great quantities to Switzerland, would enjoy, most likely, a constantly increasing sale if the Swiss manufactures were more favored in the American

custom-houses. A reduction of the importation duty on Swiss cotton manufactures would, of course, extend the importation of this article into the United States, and increase, also, the want of the raw material in Switzerland. Therefore, undoubtedly, the importation of raw cotton into Switzerland would be increased, and both the American produce and our home manufactories benefitted.

With these few statements the undersigned department believes itself to have answered your questions as far as possible, and begs you, respected sir, to present them to your high government in a sense favorable to Switzerland.

As, according to public papers, your administration intends ere long to modify the American tariff, Switzerland would be gratified if its liveliest wish, of extending its commercial relations with its powerful sister republic as far as possible, and making the mutual ties of friendship stronger, should on this occasion be realized. It would consider the facilities granted to its industry as a new proof of friendship of the United States, the value of which it has always known how to appreciate.

Receive, &c., &c.,

NAEFF,

The President of the Swiss Commercial and Customs Department.

JANUARY 26, 1855.

In reply to the circular from the State Department, dated March 15, 1854, I would beg leave to say, that it was impossible for me to answer the queries correctly without the aid of the secretary of customs and commerce at Berne. I made a full and lengthy translation of the whole document, and sent it to the secretary with an accompanying letter, in which I requested him to furnish me with such information as required, in order to transmit it to Washington. I am very sorry to say that up to this day I have received no information from that quarter.

I am not aware that a treaty of commerce exists between Switzerland and the United States, but am fully convinced that, as regards restrictions imposed upon commerce, all nations are held alike in this country. It is only since 1848 that duties are imposed on imports; before that time, everything was admitted free, and custom-houses were unknown in this country.

Switzerland exports manufactures of silks and of cottons, (mostly embroidered,) cheese, straw goods, watches, distilled liquor from cherries, leathers, and paints. The amount of goods exported from this country to the United States, during the year 1853, the papers of which passed through this office, amounted to 20,433,489 francs, and in 1854, 24,172,434 francs, of which amount nine-tenths were manufactured in the Canton of Zurich alone, which, with a population of only 250,000, has its equal nowhere. From present appearances the exportation for 1855 will fall short about 50 per cent. As stated before, since 1848, when the reorganization of Switzerland took place, regulations as regards commerce are solely dependent on the federal government, whereas previously each cantonal government, of which we have 22, was independent of every other.

The present existing regulations are fixed, but the rates of duties will, no doubt, be changed shortly, as numerous petitions have been presented to the federal council to that effect. The moneys, weights, and measures in common use in this country were established by the federal council, and are alike in all the cantons.

The currency is similar to that of France, and the pound of Switzerland is about one ounce

heavier than the pound of the United States. The measures are different from those of any other country.

The imports from the United States are mostly raw cotton, and, latterly, grain and flour. Indian corn came in great quantities last year, and some lard. Switzerland imported, in 1852, 21,528,082 lbs. of raw cotton, (for her own use,) and in 1853, 23,542,230 lbs., which yielded upwards of 20 million pounds of yarn, amounting in value to more than 40 million of francs, and expended in labor thereon about 19 million of francs. You will thus notice that Switzerland consumes more cotton than Belgium; nearly as much as the whole German Customs League united; and ten times more than Russia.

Accompanying this, I forward the printed tariff of Switzerland, and answers to seven of the interrogatories contained in the circular, which I give to the best of my knowledge.

SECOND SERIES.

1st. Florence silks, 11 ff. 1; grosdenaps, 15 ff. $2\frac{2}{3}$; lustrin, fine, 24 ff. $3\frac{1}{3}$; serge, 24 ff. $2\frac{5}{6}$. [?]
 2d. Five per cent. commission; $2\frac{1}{2}$ per cent. guarantee; $1\frac{1}{2}$ per cent. insurance; 1 per cent. freight, &c.

3d. Mostly on consignment.

4th. Similar to that of France, about francs $5\frac{2}{10}$ per dollar.

5th. No duties on exports; on imports, see accompanying "list of duties."

6th. No other than the custom-house duties.

7th. In brisk times, a silk weaver can earn from 500 to 700 francs a year, and the work is done mostly by females. At this time, January 26, 1855, prices of nearly all goods manufactured in this country are about 15 per cent., and in some instances 25 per cent., cheaper than they were at this time last year.

FEBRUARY 23, 1855.

In answer to a communication which I addressed to the secretary of customs and commerce at Berne, enclosing a copy and translation of your circular to United States consuls, of March 15, 1854, I received the enclosed reply, together with numerous documents and tabular statements, showing the amount of goods imported and exported from and to Switzerland, during the years 1850, 1851, 1852, and 1853. (a) I would most respectfully beg leave to draw your attention to them, and more particularly to the letter from the secretary, (a translation of which accompanies the original,) and which goes far to show the friendly feelings existing in this country towards their sister republic on the other side of the Atlantic, containing also allusions to the proposed change in the tariff of the United States.

[Translation.]

The undersigned department has, for some time, deferred answering your honored communication of the 5th January, in order to be able, if possible, with some correctness, to give you the desired information about the commercial intercourse of Switzerland with the United States of North America; but the results of the inquiries made have proved of late, that with the present means and institutions it is rather impossible to procure data to any approximate accuracy. No doubt you are aware that the Swiss tax-laws do not require any particular declaration about origin or destination of the goods, either when imported or exported; thus from the tables

(a) See "Digests," Part I, page 413.

respecting the intercourse at the custom-houses, there is only the direction to be seen, where the goods come from or are to be sent to. Of the said tables you receive those of the years 1850, (February—December) 1851, 1852, and 1853; those of 1854 cannot be delivered for a month to come.

Among the goods imported from America the following are the chief articles: Grains, flour, rice, cotton, fish oil, tobacco in leaves, tobacco manufactured, (segars,) tallow, rosin, turpentine and turpentine oil; lard, skins, tanned skins, furs, hops, potash, and drugs; dye stuffs, (woods, berries, roots, and herbs.)

The exports to America consist chiefly of cotton stuffs of all sorts, (printed, colored, fashioned, embroidered, &c.,) silk stuffs and silk ribbons, straw twistings, cheese, cherry-water, absinthium spirit, carved wooden wares, watches, musical boxes, jewelry, and several other more or less important articles. Easy as it may be, in large commercial places like New York and New Orleans, to find out the prices of raw materials shipped for Europe, it is nevertheless difficult, even in any way approximately, to ascertain the prices of manufactured goods exported to America, a great variety and graduation in fineness and perfection of work existing in all these fabricated articles. The authorities, however, are deprived of every kind of declaration of the particular qualities and value of the exported articles, these being announced for export under the general denominations of cottons, silks, watches, &c.; by which even an approximate valuation becomes an impossibility, and cannot but lead to delusion.

As for the minima of the Swiss financial duties, they are, compared with those of the United States of North America and those of the European states, hardly worth mentioning; with most of the raw materials they amount but to a fragment of one per cent. of their value, and only in very few exceptional cases, with the highest charged articles of luxury, they surpass 5 per cent. of their value. The dues on exports are confined to a little control tax, amounting by average to 10 centimes per 100 lbs. of the manufactured goods. Besides it must be considered that ever since these frontier duties were established, the internal canton duties (road and bridge taxes) were abolished; and thus the intercourse in the interior of the country has entirely been rendered free.

You will be aware that, under such circumstances, Switzerland is the only country in Europe that may be said to do homage to, and approximately make use of the *free trade system*, and no doubt there is no other country in Europe which imposes on the imports of transatlantic products lighter charges than Switzerland.

Notwithstanding the heavy financial duties of the United States of North America, Switzerland has placed her sister republic, in every respect, on equal terms with the most favored nations, so as to deem herself justly entitled to expect that the United States will, in case of a future change in their tariff, pay the articles of Swiss produce and manufacture every regard, rightly due and becoming; the circumstance, not to be mentioned, that such a regard would meet with true acknowledgment in Switzerland, and be welcomed there as a sign of sincere friendship.

By the foregoing you may conceive, sir, that these inquiries of yours cannot, for the most part, have any reference to our affairs, since our commercial intercourse is not subject to official supervision, but wholly left free to private industry. Such of your questions as are applicable to our affairs will find their answer in the enclosed laws and regulations, which the department has the pleasure of transmitting to you.

Accept, sir, &c., in the name of the department.

FREY HEROSÉ.

BERNE, *February* 17, 1855.

GENEVA.

NATHANIEL BOLTON, *Consul.*

OCTOBER 1, 1855.

The tariff policy of Switzerland was carefully reorganized by the federal government, in 1851, with a view of making it permanent; and in 1853 a quarto publication of 250 pages was printed by order of the public authorities at Basle, in the French language, enumerating, with great preciseness, in alphabetical order, every article on which a duty has been levied, and the amount charged.

In the United States the franc, which is the currency of Switzerland, is worth $18\frac{6}{10}$ cents. In Switzerland an American dollar, new issue of gold, is worth five francs. The rates of exchange, at Geneva, are governed by those at Paris; all of the banking houses here of any note—and there are several of a very high character—being in connexion with those of that city, and governed by their rates of exchange, with a very slight, if any, variation.

It is but a few days over three months since the first American consulate was established in this city, and, therefore, any communication I may now make will be liable to some imperfections. The necessity of an American consul here may be illustrated by the fact that England, France, Spain, Portugal, Belgium, Sardinia, Holland, Tuscany, and some other countries, have consuls residing at this place. The canton of Geneva, the smallest in Switzerland, contains a population of 64,146 souls; the city, 31,238. Of the inhabitants of the canton, 39,765 are native born; 9,140 were born in other parts of Switzerland, and 15,241 in other countries; 34,212 are protestants, 29,766 Catholics, and 170 Israelites. The canton would make an area of about eight miles square. The city of Geneva, until the year 1846, was confined to very small limits, being situated at the lower end of Lake Geneva, sometimes called Lake Lemman, and surrounded on three sides by fortifications. The end of the lake, on the fourth side, formed the other barrier against expansion and entrance into the city. The city was very compactly built, and for centuries occupied the whole space within this enclosure. The walls, fosses, and bastions, composing the fortifications, occupied a space of several hundred yards wide around the three sides of the city before mentioned, and effectually prevented any extension of its limits. After a considerable struggle it was determined, in 1846, that the walls should be torn down and the ditches filled up. This was a work of Herculean labor; but industry, perseverance, and enterprize have accomplished much greater wonders during the present century. On the sites of these walls, fosses and bastions streets, and building lots have been marked out, and already many buildings have been erected, amongst the finest in Europe, where these works of defence once stood, commemorating a new era in the world's history and the age of progress and enlightenment in which we live. Several hundred laborers have been engaged during the present season in levelling the remaining portions of the fortifications, and immense quantities of stone have been procured therefrom for the erection of public buildings and private edifices.

Geneva is destined ere long, now that the barriers to her extension are removed, to be a very considerable city, and the busy hum of commerce will resound where the bulwarks of her defence existed in the feudal ages. The Rhone and Arve will afford water-power to an unlimited extent, and during the next year she will be in railroad communication with Paris, Havre, and Marseilles; in two years, with Germany and the lower Rhine, and in a very few years, with Turin and Genoa, it is confidently predicted. By Lake Geneva, a railroad is now in operation, from Morges to Yverdon, and by Lake Neuchatel, there is now a very pleasant route

from Geneva to Basle, with only six hours' travel by diligence. The country around Geneva is taken up, mainly, with finely improved grounds and beautiful residences. Many of these are tastefully prepared for the temporary sojourn of the numerous strangers who visit this city, so that, comparatively, little can be expected, in an agricultural point of view, so far as the great staple productions of the soil are concerned, from the canton of Geneva, yet every foot of ground seems to be turned to some account, either in the production of grass, grain, fruits, flowers, or vegetables.

No inconsiderable item, in the future of Geneva, is the fact that she is located near Mont Blanc. It is also a point, or half-way house, for the continental traveller journeying to Italy and the east, and a point from which many persons, after visiting Mont Blanc, are satisfied to return to their homes. This brings almost all American travellers to Geneva, and renders an American consul at this point highly necessary. In addition to this, it is estimated that there are, at this time, between 100 and 200 American children and youths at school and receiving an education in this canton. Geneva has an immense capital invested in the manufacture of watches and jewelry, and enjoys the reputation of producing the finest and best of these articles in the world.

The cantons of Vaud, Fribourg, Neuchatel, Berne, Lucerne, and Zurich are amongst the principal agricultural districts in Switzerland. Some of them also carry on extensive manufactories of watches, jewelry, silks, ribbons, cotton, woolen, and other goods; and a portion of these, especially after there is a railroad connexion from Geneva to Paris and Havre, will afford considerable commercial business for an American consul at this place in the verification of invoices.

I will conclude this communication by copying from the revised tariff of the Swiss government, before referred to, the duty imposed on a few of the great American staples, to wit:

On flour, a duty of 50 centimes, or a fraction over *nine cents*, American currency, for each one hundred pounds weight, the pound consisting of sixteen ounces, the same as in America. The Geneva pound is 18 ounces, but the federal pound, as well as most of the other cantons, by which the tariff is governed, is 16 ounces to the pound. On corn meal, 50 centimes per 100 pounds; on wheat, 15 centimes per 100 pounds; raw cotton, in bales, 30 centimes per 100 pounds; spun cotton, 2 francs per 100 pounds; cotton muslin, (coarse,) eight francs per 100 pounds; pork, bacon, or beef, $3\frac{1}{2}$ francs per 100 pounds; cotton batting, in sheets, 2 francs per 100 pounds; linseed or lard oil, 30 centimes per 100 pounds; lard, 75 centimes per 100 pounds.

ITALIAN STATES.

ITALIAN STATES.

SARDINIA.

GENOA.

A. HERBEMONT, *Consul*.

JUNE 7, 1855.

Answers to queries of the "Circular to United States Consuls" of March 15, 1854.

FIRST SERIES.

1st. There is a treaty of commerce and navigation between Sardinia and the United States, which, it is believed, is faithfully observed, no complaints having reached the consul of any infractions.

2d. The commercial intercourse between Sardinia and the United States is general and dependent upon treaty stipulations, which it requires twelve months' notice to abrogate.

3d. The United States enjoy all the privileges of the most favored nations in their commercial intercourse with Sardinia.

4th. The port charges at Genoa—the only port in Sardinia much frequented by United States vessels—are as follows: For pilotage, according to draught; anchorage, 30 centimes per ton; quarantine dues, 3 centimes per ton each day; board of health fees, 40 centimes per ton; measurement charged according to size of vessel. Sardinian and other vessels pay the same rates.

5th. The coasting trade is restricted to Sardinian vessels, unless made reciprocal by treaty stipulations. It would not be desirable to reciprocate this right with Sardinia, because their vessels can be navigated at much less expense than those of the United States. Merchandise may be transhipped, in vessels of the United States or others, to a foreign port, without payment of duties at the port of departure.

6th. The moneys, weights, and measures in Sardinia are the same as are used in France, except certain base coins, which have only a local circulation.

SECOND SERIES.

The queries will be answered, in great part, by the accompanying price-currents, which are the only ones that can be obtained at present; but they will furnish very ample information on many of the points desired.

1st. See price-current sheets.

2d. Insurance to the United States varies from 1 to $1\frac{1}{2}$ per cent. Freight on marble and other heavy articles, $5\frac{1}{2}$ to 7 dollars per ton; on light articles, $7\frac{1}{2}$ to 8 dollars per ton. Commission on purchases 2 per cent., and $1\frac{1}{2}$ per cent. for brokerage; on sales 2 per cent., and 1 per cent. guarantee.

3d. Sales are usually made at this port by consignees of cargoes at the above rates.

4th. There is little or no direct exchange between this city and the United States. Funds are usually remitted by bills on Paris or London.

5th. A new tariff of duties is soon to be published, some modifications having been recently made. As soon as published, a copy will be forwarded. There is no export duty on articles usually sent to the United States from this country, except on rags, which are charged 2 francs (about 37½ cents) per 100 kilogrammes (about 220 pounds) for colored rags, and 4 francs (or 74 cents) for white rags.

6th. No internal taxes are levied upon the products of the country which are exported abroad, except as stated above in No. 5.

7th. Wages of common laborers, or ordinary mechanics, are from 2 to 5 francs (37 to 93 cents) per day. Persons employed in trade or commerce as clerks, book-keepers, &c., get from 800 to 2,000 francs (148 to 372 dollars) per annum.

TURIN.

JOHN M. DANIEL, *Minister Resident*.

JANUARY, 1856.

I propose to give a brief view of the statistics of this country.

Sardinia has a territory of 1,372 geographical square miles, of which the island of Sardinia contains 439, and the *terra firma* 933. No census of the population has been taken since 1848; the population was then 4,916,084 inhabitants. During the previous ten years the increase had been 265,709; but since 1848, owing to the vast immigration into these States, the establishment of railroads, the revival of commerce, &c., this rate of increase has been more than tripled, and the whole population cannot now be less than five and a half millions. This population is distributed as follows: Savoy, 583,812; the island of Sardinia, 547,112; Genoa and its territory, 545,179; Nice and territory, 242,990; the rest in Piedmont proper.

This last division contains the real strength of the country. (a) The Genoese provinces are thrifty, but are a perpetual source of anxiety to the government, on account of their insubordination. Savoy is barren; the people are French, and desire annexation to France. As for the island of Sardinia, it cannot be classed among civilized countries. It yields a revenue less than its expenses. Piedmont proper is thickly settled with an intelligent and orderly people; it is extremely fertile. Lombardy and Piedmont produce more raw silk than all the rest of the world together. The manufactures are flourishing. Piedmont produces considerable quantities of rice. There are magnificent cotton mills, where our own raw material is perfectly well wrought. The silks and velvets made at Turin now rank with those of Lyons.

We have full returns of its commerce no later than 1853. In that year the imports were to the value of 333,942,214 francs, the exports 220,630,402. With the United States the imports were 13,360,475 francs, the exports 531,086. This was an increase of nearly cent. per cent. over the returns of our commerce for 1852. In the last named year France took the first rank, England the second, Lombardy the third, Switzerland the fourth, South America the fifth, and the United States the sixth; but in 1853 we took the fourth place, and since then our commerce with Sardinia is known to have received a vast increase. The war has done us a great good in this respect; and it is probable that this country now has more commerce with the United States than any other, save England and France. (b)

(a) See Note 1.

(b) See Note 2.

At the date when the late war with Russia commenced Sardinia was burdened with a debt of 615,993,429 francs. Since that date the debt has been increased by the two English loans, one of 50,000,000 and the other of 30,000,000, making a total of 695,993,429 francs. The expenses of the government in the two years, 1854 and 1855, taken together, have been 291,226,121. The receipts during the same years, including the English loans, have been 291,034,565; leaving a deficiency at the end of 1855 of 191,556. (a)

Note 1.—A great drawback to this country is the difference of population and language between the sections which compose it. The people of Savoy speak French; the people of Novara and Casale, Lombard; the people of Piedmont speak Piedmontese; in Genoa and the Biviera, Genoese. In the island of Sardinia there are several *patois*. All of these dialects are completely distinct. A Genoese cannot understand a Piedmontese; an inhabitant of one parish in the island of Sardinia cannot understand the speech of a neighbor. Italian is the official dialect of the country, but it is nowhere the vernacular, and can be comprehended only by those who have a certain amount of education.

Note 2.—The commercial marine of Sardinia comprises 3,153 vessels, gauging together 177,832 tons, and employing 30,252 sailors, captains, and workmen.

Note 3.—About fifteen millions only of the Sardinian revenue is collected at the custom-houses. The rest is obtained by internal imposts.

MODENA.

CARRARA.

FRANKLIN TORREY, *Consul*.

AUGUST 14, 1855.

No commercial treaty exists between the United States and this government.

The only production exported to the United States is marble; but the precise quantity is not known, as it is all transhipped at the neighboring ports.

Tobacco and sugar are the principal articles imported from the United States, but not directly, as there is no port where vessels can lie in safety on this coast, and all merchandise is transhipped at other ports near by.

The commercial laws of Modena are the same as those of Austria, established by treaty in 1852.

TWO SICILIES.

NAPLES.

ALEXANDER HAMMETT, *Consul*.

MAY 19, 1854.

I received on the 4th instant your circular of the 15th March preceding, and will now endeavor to answer it.

I have no knowledge of any commercial regulations, enactments, or modifications of existing

(a) See note 3.

revenue laws, which have either directly or indirectly influenced the commerce of the United States here from 1851 to 1853, inclusive. The consular returns of arrivals of American vessels regularly transmitted to the department will show the cargoes imported, and as these have been chiefly tobacco, which is a monopoly of the government, there is no account of duties to be given

ANSWERS.

FIRST SERIES.

1st. I have no grounds of complaint for the non-fulfilment of the articles of our treaty with this government. At first they pretended to exact 40 grains per ton instead of 4 on American vessels, which, after landing part of their cargoes of tobacco at Leghorn, came to Naples to deliver the remainder, because the voyage was not direct. These difficulties were at last got over, and the surplus tonnage paid back.

2d. The existing regulations as to commercial intercourse with the United States appear fixed. When our treaty, however, shall expire, if not renewed, a change may follow, as well for tonnage dues as for the additional 10 per cent. on the duties of merchandise.

3d. I know of no privileges permitted to the commerce of other nations which are denied to the United States, nor are there any restrictions on the commerce of other nations and not on the United States.

4th. The amount and character of the port charges and other dues levied on vessels of the United States are as follows:

On entry:—Tonnage, 4 grains, or $3\frac{1}{2}$ cents per ton, when there is a treaty; without treaty and indirect voyage, 40 grains, or 32 cents per ton.

Light money, \$1; presentation of manifest, \$1; custom-house visit, 80 cents; liquidation of manifest and boletta, 35 cents; customary present, 60 cents. Total amount on entry, except tonnage, \$3 75.

On clearance:—Biglietto of departure, \$1; bill of health, \$1; roll of police, 25 cents; roll of port, 25 cents; usual present, 60 cents; “spedizionieri,” or broker’s compensation, \$2. Making a total amount on clearance of \$5 10.

National vessels pay the same, but the presents are greater by them. The health officer has for granting pratique on arrival \$5. Should the vessel be subject to quarantine, the charges increase according to circumstances, and still more so when sent to Visita to perform it.

5th. Transshipment in vessels of the United States of goods, either to another port in the kingdom or to a foreign port, is prohibited, as well as in other vessels, except the Neapolitan steamboats. It is allowed by favor when the manifest, on arrival, specifies the goods and the port to which they are intended to be transhipped.

6th. The moneys, weights, and measures of Naples are as follows:

The ducat is the money of account, and is composed of 100 grains, equal in value to 80 cents.

Though not an imaginary coin, it is almost out of circulation, and the silver pezzo of 120 grains is the principal coin, with its divisions of halves, thirds, fourths, sixths, and twelfths. Copper pieces are 5, 3, $2\frac{1}{2}$, 2, 1, and $\frac{1}{2}$ grains. The gold coins are 3 and 6 ducats, and pieces of 30 ducats and its halves. Multiplying the ducats and grains by 80, you have the product in our dollars.

The cantaro is the weight for heavy goods, and is composed of 100 rotoli; the rotolo of $33\frac{1}{3}$ ounces, and the pound for silk and other articles consists of 12 ounces. Each cantaro corresponds to 196 pounds English. Every cask of 12 barrels of 60 carafas each corresponds to 132

gallons. For oil, $5\frac{1}{2}$ salms of Naples make the tun of 236 gallons. All these will be found in the lists transmitted, compared with the weights and measures of the different ports in Europe, to which I respectfully refer you.

SECOND SERIES.

1st. Exports from this port have been put on board free of any duty, at prices as follows :

Refined argols, at 20 cents per pound ; refined yellow pink, at 23 cents per pound ; cream tartar, at 25 cents per pound ; licorice paste, (Corigliano,) at 16 cents per pound ; licorice, Baracco and other, at 15 to $15\frac{1}{2}$ cents per pound ; olive oil, in casks, at 78 cents per gallon ; oranges, per box, \$2 20 to \$2 25 ; lemons, \$3 to \$3 20 ; filberts, $4\frac{1}{2}$ cents per pound ; walnuts, 5 cents per pound.

There have been exported during the year, from the first of July last, about 60,000 lbs. of sewing silks—first, second, and third qualities—at \$4 20, \$3 80, and \$3 60 per lb. of 16 oz. ; also about 25,000 lbs. of such silks, raw or undyed, at \$3 per lb. of 16 oz. These are shipped by steamers for Marseilles or Liverpool for the most part.

In like indirect way are also sent clay pipes with reed tubes, of little value, musical strings, coral and lava ornaments, but no prices can be quoted, as their value depends on the beauty of the article and the execution of the work.

Between wholesale and retail prices there may be a difference of about ten per cent. Five or six foreign vessels (Neapolitan and English) have loaded in part with oranges and lemons for the United States, and gone to Sicily to fill up, or first take a part cargo in Sicily and fill up here. About 20,000 boxes are shipped in the year from this port, but the prices vary continually ; they are now double what they were in the beginning of the season. About 3,000 boxes licorice paste, over 200 lbs. each, have also, in the same period, been shipped for the United States. The total value of such exports does not exceed \$400,000 annually, for all other articles are of trifling value.

The imports hardly reach this amount. They consist principally of tobacco (Kentucky) to near 2,000 hhds. annually, on account of government ; and as the exclusive manufacture and sale belongs to it, there is no duty. Mr. Piscatori, of Paris, had the last contract at \$14 88 per 196 lbs., but since it has expired the government has sent an agent to the United States to buy the article on its account. The change has operated to our injury, as Neapolitan vessels have taken the place of American in the carrying of it.

On our cotton there is a duty of four cents per lb. Were it reduced to the half, it might be introduced when the crop fails in Sicily or in some of the provinces ; they fear, however, to lessen the cultivation.

Of rice, little is consumed, though the duty is only \$1 60 per 196 lbs. It sells at about $4\frac{1}{2}$ cents per lb. Lombardy and Bengal rice are mostly imported.

2d. Freight from this to the United States is \$8 per ton for heavy goods, and from \$12 to \$15 per ton for light goods, per measurement of forty cubic feet per ton, with 15 per cent. primage. Insurance, $1\frac{1}{2}$ per cent. ; commission and brokerage, $2\frac{1}{2}$ per cent.

3d. The produce of the country is paid for in cash on delivery, and foreign merchandise part in cash and the rest in three and six months. For some articles the credits are much longer.

4th. There is no exchange between Naples and the United States. Remittances are generally made through England and France. The exchange on London for the last twelve months has been from 546 to 560 grains, or \$4 37 to \$4 48 per pound sterling.

5th. There are few or no duties on exports; and as to imports, the most important article being tobacco, no duty can be given. Tariffs have been repeatedly sent to the department, to which reference may be had.

6th. There are no internal taxes except consumption duties for the capital—as on grain, wine, &c. The land tax, or “Fondiarìa,” is about $\frac{1}{75}$ th of the rent, and estimated on the “catarto,” or valuation, made during the French occupation.

7th. The rates of wages in the various branches and occupations of labor are from twenty-five to thirty cents per diem. For women half such rates. Some, however, by their superior capacity, gain from forty to fifty cents. It would be fortunate for them if such continued all the year through.

MESSINA.

F. W. BEHN, *Consul*.

NOVEMBER 30, 1854.

I beg to forward with this, per steamer via Liverpool, two volumes of the custom laws of this kingdom, together with the royal decree of the 12th of September, 1852, respecting the *porto franco* of Messina. I also transmit files of prices current and of exchange for the years 1852, 1853, and 1854, up to the end of November.

I beg also to answer the interrogatories made in the circular of 15th of March last, as far as I am enabled to do so at this moment.

ANSWERS.

FIRST SERIES.

1st. A treaty of reciprocity with the Two Sicilies was concluded on the 1st of December, 1845, and ratified on the 1st of June, 1846. The terms of the treaty are faithfully adhered to, inasmuch as the citizens of the United States are treated in the same manner as the subjects of the Two Sicilies.

2d. The commercial intercourse of the United States is dependent solely on the regulations of the mother country; the existing regulations are neither temporary nor fixed for a definite period, but permanent.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States. There are restrictions imposed on commerce of other nations which have not treaties of commerce with the Sicilian government, as to be seen in the custom-house regulations. All goods imported by privileged vessels have a per centage allowed of 10 per cent. on the import duty, and the vessels themselves enjoy all the privileges and exemptions of national vessels, except the coasting trade. The few articles shipped to the United States, on which an export duty is paid, are brimstone, oil, and linen rags; if shipped by American or Neapolitan vessels to the United States they enjoy a drawback of 10 per cent. on the export duty.

4th. The port charges consist of the tonnage duty and some small charges in the police, the custom-house, and the health office. The tonnage duty is 8 Sicilian grains, or 4 Neapolitan bajocs per ton, which is equal to $3\frac{3}{4}$ American cents. The small charges amount to nearly the same, consequently the whole port charges are from $7\frac{1}{2}$ to 8 cents, United States currency, per ton. Pilotage is \$5 for a vessel of any size.

5th. The transshipment of goods in vessels belonging to the United States is not permitted for another port in the kingdom of the Two Sicilies, although it is allowed for foreign ports without

any privilege or restriction. United States vessels may complete their cargoes in one or more ports of this kingdom, or on the Island of Sicily, without being subject to pay the tonnage duty more than once.

6th. The moneys, weights, and measures known and in common use at the different ports of my consular district are not the same as those established by the supreme law of the mother country; and they are even at variance in the ports of Messina, Catania, and Syracuse. As soon as possible I shall send a tabular statement, reducing them to the standard of the recognized national value of the United States; also the answers to the queries of the second part of the circular of 15th of March. (*a*)

(*a*) Not received at the Statistical Office of the Department of State.

TURKEY, THE LEVANT, ETC.

TURKEY, THE LEVANT, ETC.

S M Y R N A .

E. S. OFFLEY, *Consul.*

NOVEMBER 4, 1854.

I have the honor to transmit herein my answer to your circular under date March 15, 1854.

The assessment of customs duties is provided for in the treaties between the Sublime Porte and the foreign powers, whereby the former is deprived of the independent right of consulting the wants and interests of the country, and of enacting its revenue laws in accordance thereto; in consequence of which its manufacturing interests are laboring under the disadvantages of a competition with European industry; and this branch, which was previously a source of prosperity to the country, and fully supplied all its wants of cotton and woollen manufactures, has so greatly decreased, that it now depends almost exclusively on foreign importation for its smallest wants.

The duties on imports are levied on the basis of 3 and 2 per cent. The 3 per cent. is the regular import duty, and the 2 per cent. internal duty, which is assessed when the goods are sold.

The duties on exports are on the basis of 9 per cent. for internal duty, and 3 per cent. for export duty.

The manner in which the adjustment is made is as follows:

Almost every embassy or legation at Constantinople names, conjointly with the Sublime Porte, its special commissions for fixing the value of each article, taking its current market price as a basis for its valuation. When this is done the commissioners form a tariff, and after deducting from the rates fixed upon, 20 per cent. on imports and 16 per cent. on exports, which they allow for freight, custom duties, insurance, and other charges, they then fix the duties on the remainder at the rate of 3 and 2 per cent. on imports, and 9 and 3 per cent. on exports. The amount of duty that each article is to pay is then specified in the tariff. The duties on such articles as the commissioners may not have been able to agree in regard to their valuation, as well as on those of a new kind which may appear in the market after the publication of the tariff, are assessed on their current market price, deducting therefrom the 20 per cent. on imports, and the 16 per cent. on exports, as already explained; and in case of dissent between the commissioners and the merchants, the duties are levied in kind, in the manner above stated.

The tariff is made to be in force for a definite period, and a new one is made out at its expiration, if the price of goods may have much varied. When so framed it requires the approbation of the ambassador and of the minister of foreign affairs of the Sublime Porte, and it is then binding on both parties.

I beg leave also to observe that the duty of 5 per cent. on several articles of importation is nominal, as in many cases it does not exceed 3 per cent. in all, and on some kinds of goods it is not more than $1\frac{1}{2}$ per cent. on their true market price.

It is to be regretted that the United States have not a tariff of their own with the Ottoman government. I frequently suggested to the late minister resident, Mr. Marsh, as well as to his predecessor, its importance to our commerce; and I believe the Sublime Porte has also on several occasions requested the legation to name commissioners conjointly, in order to frame one. Our government had authorized Mr. Marsh to do so, but unfortunately he made our commerce dependent on the tariff of Great Britain, by accepting it instead of making one for our own trade. This oversight has proved very detrimental to our trade, as the British tariff secures a positive advantage to those articles imported from Great Britain which are in direct competition with those that come from the United States.

I have the honor to transmit herewith a copy of the tariff above mentioned, and beg leave to show the disadvantages that our trade incurs through it.

Almost all kinds of British manufactures which come into competition with American cotton goods are marked in said tariff as articles subject to pay duty on the weight, whilst on nearly all the others they are levied either at a fixed rate per yard or per piece.

The apparent reasons of this measure are the following: All cotton goods which are imported from the United States are heavier than the same kind of English goods which come to this market; but in proportion to their weight they sell at a much lower price than the English, for instance—

American manufacture.—One piece of blue drills, 43 yards long, manufactured in the United States, weighs $5\frac{2}{4}\frac{2}{0}\frac{5}{0}$ okes, (or 225 drams.) Its average market price, in ordinary times, is at 90 paras per yard, which brings the 43 yards to $96\frac{7}{10}\frac{5}{0}$ piastres. The duty on drills as marked in the said tariff, is at the rate of $52\frac{1}{2}$ aspers, which represent the 3 per cent. import duty, to which must be added 35 aspers for the 2 per cent. internal duty, bringing up the amount of duty in all to $87\frac{1}{2}$ aspers per oke, or $486\frac{7}{10}\frac{1}{0}$ aspers for the $5\frac{2}{4}\frac{2}{0}\frac{5}{0}$ okes.

English manufacture.—One piece of blue drills, forty-three yards long, manufactured in Great Britain, weighs 2 okes and $\frac{3}{4}\frac{7}{0}\frac{5}{0}$, (or 375 drams.) Its average market price, in ordinary times, is at 70 paras per yard, which brings the entire piece of 43 yards to $75\frac{2}{10}\frac{5}{0}$ piastres. The duty is the same as for American drills, at $87\frac{1}{2}$ aspers per oke, or $257\frac{3}{10}\frac{3}{0}$ aspers on the $2\frac{3}{4}\frac{7}{0}\frac{5}{0}$ okes. Consequently, 43 yards of American blue drills are worth $96\frac{7}{10}\frac{5}{0}$ piastres, and pay a duty of $486\frac{7}{10}\frac{1}{0}$; 43 yards of English blue drills are worth $75\frac{2}{10}\frac{5}{0}$ piastres, and pay a duty of $257\frac{3}{10}\frac{3}{0}$ aspers. Therefore, if $75\frac{2}{10}\frac{5}{0}$ piastres pay a duty of $257\frac{3}{10}\frac{3}{0}$ aspers, the $96\frac{7}{10}\frac{5}{0}$ piastres ought to pay $330\frac{4}{10}\frac{6}{0}$ aspers, and not $486\frac{7}{10}\frac{1}{0}$ aspers, as they actually pay, from which there results a difference of duty of $156\frac{2}{10}\frac{5}{0}$ aspers, equal to $2\frac{3}{10}\frac{6}{0}$ per cent., which the American blue drills pay over the rate levied on those manufactured in England.

Other kinds of American cotton goods labor more or less under the same disadvantages as the blue drills.

I beg to remark that the rate of duty on rum, as fixed in said tariff, also merits attention. Although I have not the means of ascertaining accurately the quantity that is imported annually from the United States, it, however, cannot amount to less than \$200,000 or \$250,000 worth. The rum imported from Great Britain is, by far, superior to the American; and though the latter pays a lower rate of duty than the English, still the difference is inadequate.

In ordinary times, when the average market price for English rum is 11 to $11\frac{1}{2}$ piastres per gallon, the American, under similar circumstances, is worth 8 piastres per gallon. The duty on the former is fixed in said tariff at 29 aspers a gallon, (which represent the three per cent. import duty,) and the latter at the rate of 26 aspers; therefore, if the English rum is put

down at 11, and the American at 8 piastres per gallon, the latter ought to pay duty at the rate of 21 $\frac{1}{11}$ aspers per gallon, instead of 26 aspers, as fixed in the tariff.

These two articles of our trade—viz : the cotton goods and rum—represent about three-fourths of the amount of the yearly imports from the United States, which, as you are no doubt aware, does not meet, on an average, more than one-half or one-third the amount of exports thither during the same period.

It is, therefore, to be desired that a prompt remedy should be brought, and that these articles, as well as any others of our trade which may labor under the same disadvantage, should be placed on a footing of proportionate equality with the English goods, which, I have every reason to believe, would tend to increase considerably the amount of imports.

The tariff above referred to will expire in March, 1855. I cannot think that the Ottoman government will now be found less disposed to form one with us for our own commerce than it was previously, nor to place it on a less favorable footing than that of the most friendly powers, though the present political state of the country may, to some extent, retard the task of the commissioners, and render it more difficult than on ordinary occasions for bringing it to a satisfactory conclusion. There are no American merchants established at Constantinople, nor am I aware that there are any other citizens of ours residing there adapted for the task. Therefore, should commissioners be named, they would have to be chosen from amongst those residing in this city, who would be obliged to proceed to the capital to meet the commissioners appointed by the Porte, and remain there until their task be finished. Generally, no compensation is allowed to the commissioners for their services by other powers; but it must be remarked that their business and residence are at the capital. They are thus enabled to pursue their negotiations regarding the tariff without prejudicing their private interests, which would not be the case with those who might leave here for the purpose, as not only their interests would suffer by their absence, but they would also have to incur expenses during their stay there.

I now beg to go on with my replies to the six interrogatories contained in your above mentioned circular.

ANSWERS.

FIRST SERIES.

1st. The terms of the treaty between the United States and the Porte have always been, to my knowledge, faithfully adhered to since its negotiation.

2d. The commercial intercourse with the United States is solely dependent on the regulations of the mother country. These regulations are fixed for a definite period, which, as already explained, expires in the month of March, 1855.

3d. No privileges are permitted to the commerce of other nations which are not also enjoyed by that of the United States; nor are there any exceptional restrictions imposed on the commerce of any nation in particular. They all stand, in this respect, on a footing of perfect equality.

4th. The port charges and other dues levied on vessels of the United States are as follows :

Fees paid to the quarantine office.—For the interrogatory made to the master of a vessel on her arrival, a vessel from 1 to 3,000 kilos burden pays 2 piastres, or about 8 cents American currency; one of 300, to 8,000, 5 piastres; from 800, to 10,000, 10 piastres; and vessels over 10,000 kilos burden pay 20 piastres.

Custom-house fees.— $2\frac{1}{2}$ piastres, or about 10 cents, for a “teskesé,” or permit, is paid on the departure of every vessel. These are the only regular charges which are levied on them, with the exception of a “backsheesh,” or present, which is made to the harbor master on their departure, amounting to some ten piastres.

Port charges levied on national vessels.—National vessels pay the same port charges as above mentioned, and on their departure have to pay an additional charge to the quarantine office for a bill of health. The “backsheesh” paid to the harbor master by American vessels is a regular charge with national vessels.

Fees for the bill of health.—Vessels which arrive and depart with cargo of from 1 to 1,000 kilos burden pay 2 piastres; from 100, to 3,000, 6 piastres; from 300, to 5,000, 10 piastres; from 500, to 7,000, 12 piastres; from 700, to 10,000, 16 piastres; from 10,000, to 12,000, 20 piastres; all others over 12,000 kilos burden pay 24 piastres. Vessels which arrive and leave in ballast pay only half the charges above mentioned. American vessels leaving for a Turkish port are subject to same charges for a bill of health.

Fees of the harbor master.—Every vessel pays 2 piastres for every 1,000 kilos burden.

Forty kilos are considered equal to one ton. A piastre is equal to about 4 cents American currency; its precise rate cannot be given, for the reasons stated in the answer to the 6th interrogatory.

5th. No law or regulation exists forbidding the transshipment of goods in vessels of the United States, either to any part of this country or to any foreign port.

6th. The moneys in common use at this port are the same as those at Constantinople. They consist of Turkish and foreign moneys. The circulation of the government paper money is limited exclusively to the capital.

The currency of the country is the piastre, which is divided into paras, one of which is the fortieth part of one piastre, and into aspers, 3 of which are equal to one para, or 120 equal to a piastre.

The absence of a regular monetary system has gradually caused the piastre to fall considerably from its original value. The cause of this depreciation is the constant and progressive rise of the rates of coins; consequently the Spanish dollar, which in 1818 was at $5\frac{3}{4}$ piastres, has gradually risen to 26 and 27 piastres, which was its value in the early part of 1843.

The government attributing, at first, the rise on moneys to the progressive rise of the rate of exchange on Europe, and subsequently, also, to the foreign as well as old Turkish coins in circulation, entered into a contract, in 1842, with a banking house at Constantinople, at a yearly sacrifice of 4 or 5 millions of piastres, for the purpose of reducing the exchange and of maintaining its rate stationary—that on England, at three months' date, at 110 piastres, and on other foreign markets in proportion—and in July, 1843, it issued a decree forbidding the circulation of the aforesaid coins, and fixed them at much lower rates than their market prices, intending to buy them up and convert them into a new species which it was about to issue. On that occasion it fixed the Spanish dollar at $22\frac{3}{4}$ piastres, and the other coins in proportion; but as these rates were not at the same ratio with those of the exchange, and as the difference was of about 8 to 10 per cent. under their par value, their circulation continued at rates ranging from 10 to 12 per cent. above those fixed by the government.

The Porte, however, continued to maintain the exchange at stationary rates, and in 1845 reassumed its task of regulating also the monetary system. On this occasion it raised the rates of the above coins nearer to their par value, fixing the Spanish dollar at 24 piastres; forbade

again their circulation, and endeavored to buy them up. It also deemed it necessary to have the value of the piastre represented by real money, and to this end it fixed the rate of the pound sterling of Great Britain at 110 piastres, and issued new coins of—

In gold—100 piastres, weight 111.111 grains; 50 piastres, weight 55.55 grains—standard 0.916, with 0.308 grains of remedium.

In silver—20 piastres, weight 371.21 grains; 10 piastres, weight 185.61 grains—standard 0.830, with 0.462 of remedium.

According to these data, 1 grain of gold is equal to 15.08 grains of silver.

The government, however, was not more successful in its task this time than it had been previously, although the progressive rise on moneys which followed was not so rapid as in the years previous to 1843, owing to the exchange, which the government had continued to keep at stationary rates. Since the beginning of the present war, however, the above contract has been discontinued, and the exchange on Europe has again advanced; that on London is now worth, at this place, 116 piastres per pound sterling; consequently the situation of the monetary system of this country is on no better footing than it was thirty or forty years ago.

This constant rise is not only very prejudicial to the country, but it also produces the greatest confusion in commercial transactions. For instance: the Turkish golden pound, one of the new moneys above mentioned, which was worth 100 piastres when put in circulation, now goes at four different rates.

The custom-house receives it in payment of duties at $105\frac{1}{2}$ piastres; this rate is called “*beslik money*,” (five piastre pieces of the late sultan, given at their original rates.) The merchant receives it in payment of his drafts on Europe at 108 piastres; this is called “*bill money*.” In payment of goods sold to shop-keepers, it is received at 111 piastres; this is called “*tariff money*.” In payment of articles sold in retail, it is generally received at 118 piastres; this is known as “*bazaar money*;” and, finally, in payment of produce bought for exportation, it is received at all these four different rates, according to the agreement between the buyer and seller; but it is more generally given at 108 piastres, and in this instance it is called nominal “*beslik money*.” All the other Turkish as well as foreign moneys go in the same proportion as the Turkish gold pound.

A similar state of disorder prevails in nearly all the other principal markets of this country. At Constantinople it is even worse, on account of the circulation of the government paper money, the discount of which has frequently varied 4 to 5 per cent. in a day, especially of late.

I beg to enclose comparative tables of the rates of moneys most in circulation at this port, reduced into United States currency, the best I could make under the circumstances. The table of silver coins is marked A, and that of the gold coins B.

The weights and measures are the same in this city as at Constantinople, with an exception of a small difference on some of the weights.

The principal weight in Smyrna is the oke, which is of two different weights. The oke used in retail is of 400 drams, and in wholesale of 380. The wholesale oke being also known as oke of 400 drams, in order to draw distinction between the two, I will call the first, the oke of 400 drams, “*real weight*,” and the other, the oke of 400 drams, “*nominal weight*.”

The only oke known in Constantinople is that of 400 drams, “*real weight*.”

At Smyrna, 400 drams, “*nominal weight*,” are = 1 oke; 45 okes = 100 rotoli = 1 kintal or kantar.

At Constantinople, 400 drams, "real weight," are = 1 oke; 44 okes = 100 rotoli = 1 kintal or kantar.

Thus, 100 kintals of iron bought at Constantinople will render here $102\frac{9}{100}$ kintals, if weighed by two accurate steelyards in both places; but as they are generally very imperfectly made, the difference varies from 1 to $1\frac{1}{2}$ per cent. Generally, however, 100 kintals of Constantinople render here from $102\frac{1}{2}$ to $104\frac{1}{2}$.

In my endeavours to define the real weight of the Smyrna kintal, and to reduce it into the weights of the United States, I have found that the estimate given to it by Kelly, in his *Cambist*, Pauton, Lœhmann, and others, is not correct. Kelly, as appears in McCulloch's *Commercial Dictionary*, vol. ii, page 529, on "Moneys, weights, and measures," brings the equivalent of the oke to 2 lbs. 13 oz. 5 drs. avoirdupois, and the kintal to forty-five times as much, or 127.48 lbs., and adds that the kintal of Constantinople is only 44 okes, which shows that the oke to which he refers is that of 400 drams, "real weight," whilst, as above stated, the Smyrna kintal is of 45 okes of 100 drams each, "nominal weight." Lœhmann, as mentioned in the tables of moneys, weights, and measures, in Balbi's "*Abrégé de Géographie*," estimates the rotoli of the kintal of Constantinople (which, as already stated, is only about 3 per cent. heavier than that of this place) to be equal to 0.637828 kilogrammes, or equal to 140.63 lbs. per kintal. It is superfluous to state how erroneous this estimate is, as well as Pauton's, which appears in the same work, and who states that the oke is = 2 rotoli, = 4 cheques, = 40 drams, (which, instead, ought to have been 400,) and the cheque = 0.318935 kilogrammes; and as there are 100 rotoli to the kintal, he makes it equivalent to 50 okes, or 140.64 lbs.

After much assiduous labor, I have found that an oke of 400 drams, "real weight," is equal to 2.822 lbs., and one of 400 drams, "nominal weight," to 2.6809 lbs.; consequently the kintal of this place is equivalent to only 120.6405 lbs.

I have compared this result with the Turkish and English weight of the "medjidie," or twenty piastre piece of 1845, of the piastre piece of 1818, and of half youzlook of 1821, as exhibited in the enclosed table A, and after having reduced the troy into avoirdupois weight, I have found it to correspond precisely.

I have the honor to enclose herewith a table (C) exhibiting all the weights in common use at this place, with their nominal and real weight, reduced to the standard weight of the United States. The measures also appear in said table C.

Owing to the great difficulty there is in obtaining reliable information in this country, and to the great delay to which one is subjected when such information is required, I am compelled to defer transmitting by this opportunity the tabular form for the seven last interrogatories mentioned in your aforesaid circular, but which I shall endeavor to forward as early as possible.

A.

Table of the various Turkish and foreign silver coins in circulation at Smyrna, December 30, 1854.

Denomination of moneys.	Weight, (64 grains = 1 dram.)	Weight in English grains, (5,760 = 1 pound troy.)	Standard.	Value fixed by the Sublime Porte in 1845.	Intrinsic value in U. S. currency.	Comparative value at its various rates in 1854.			
						Rate for beşlik money.	Rate for bill money.	Rate for tariff money.	Rate for bazaar money.
<i>New Turkish Moneys.</i>									
	<i>Drams.</i>	<i>Grains.</i>		<i>Piastres.</i>	<i>Mills.</i>	<i>Piastres.</i>	<i>Pia tres.</i>	<i>Piastres.</i>	<i>Piastres.</i>
Medgidie 20 piastre pieces of 1845....	7.516	371.21	0.8300	20 00	831	20 75	21 25	22 00	23 25
Half 10.....do.....do.....	3.758	185.61	0.8300	10 00	415	10 37	10 62	11 00	11 62
Quarter..... 5.....do.....do.....do.....	1.879	92.80	0.8300	5 00	210	5 18	5 31	5 50	5 81
Tenth..... 2.....do.....do.....do.....	0.751	37.12	0.8300	2 00	080	2 07	2 12	2 20	2 32
Twentieth..... 1.....do.....do.....do.....	0.375	18.56	0.8300	1 00	040	1 04	1 06	1 10	1 16
Fortieth..... ½.....do.....do.....do.....	0.187	9.28	0.8300	50	020	52	53	55	58
<i>Turkish silver coins representing the piastre of the years 1829 to 1841.</i>									
Beshlik 5 piastre pieces of 1849....	5.000	246.69	0.2000	5 00	133	5 00	5 11	5 25	5 50
Youzlook 2½.....do.....do.....do.....	2.500	123.34	0.2000	2 50	066	2 50	2 55	2 62	2 75
Kirk para 1.....do.....do.....do.....	0.950	46.994	0.1632	1 00	020	1 00	1 02	1 05	1 10
Yernce para..... ½.....do.....do.....do.....	0.475	23.497	0.1632	50	010	50	51	52	55
Altelik 6.....do.....do.....do..... (assayed in France.)	3.988	196.98	0.4375	6 00	232	6 00	6 15	6 30	6 60
Utchlook 3.....do.....do.....do.....	1.903	93.99	0.4271	3 00	086	3 00	3 07	3 15	3 30
Altishlik..... 1½.....do.....do.....do.....	0.971	47.99	0.4271	1 50	055	1 50	1 53	1 57	1 65
<i>Old Turkish Moneys.</i>									
Piastre of 1818, assayed in England.....	3.047	150.48	0.4500	4 00	182	4 25	4 35	4 50	5 00
Youzluk of 1818 .....do.....do.....do.....	7.623	376.47	0.7333	17 50	743	18 50	19 12	19 65	21 50
Half youzluk of 1821 ..do.....do.....do.....	4.128	203.89	0.4791	6 25	263	7 15	7 30	7 50	8 25
Piastre of 1818.....do.....do.....do.....do.....	3.050	150.48	0.7333	7 00	297	7 40	7 65	7 85	8 50
Half piastre of 1833.....do.....do.....do.....	0.475	23.497	0.1632	50	010	50	51	52	55
Quarter piastre of 1836 ..do.....do.....do.....	0.225	12.473	0.1632	25	005	25	25	26	27
<i>Foreign moneys.</i>									
Spanish dollar.....do.....do.....do.....do.....				24 00		26 00	26 75	27 75	29 00
Convention species, or Austrian dollar.....				23 00		24 17	24 75	25 75	27 00
Five francs of France.....do.....do.....do.....				22 20		22 70	23 25	24 00	25 25
Rouble of silver of Russia.....do.....do.....do.....				17 50		18 25	18 75	19 25	20 50

REMARKS.

The fractions of the piastres in this table are in hundredths, and not in paras.

The subdivisions of the new moneys in copper coins are of—

20 paras.....weight in English grains, 331.028.
10 paras.....do.....do.....do.....165.514.
5 paras.....do.....do.....do.....82.757.
1 para .....do.....do.....do.....16.551.

The United States and Mexican dollars of silver go in this market at the same rates as the Austrian. They are, however, very scarce, especially the former.

The value of the piastre, with its various rates, in United States currency:

At par, the 100 piastres equal to.....	\$4.385
In beshlik money, gold pound, 105½ piastres, equal to.....	4.156
In bill money.....do.....do.....do.....108.....do.....do.....do.....	4.060
In tariff money.....do.....do.....do.....111.....do.....do.....do.....	39.50
In bazaar money.....do.....do.....do.....118.....do.....do.....do.....	37.16

B.

Table of the various Turkish and foreign gold coins in circulation at Smyrna, December 30, 1854.

Denomination of moneys.	Weight in Turkish gr'ns, 64 = 1 dm.	Weight in English grains, 5,760 = 1 lb. troy.	Standard.	Value fixed by the Sublime Porte in 1845.	Intrinsic value in U. S. gold money; eagles, 900—1000.	Comparative value at its various rates in 1854.			
						Rate for beshlik money.	Rate for bill money.	Rate for tariff money.	Rate for bazaar money.
NEW TURKISH COINS.									
	Grains.	Grains.		Piasters.	Dolls. ms.	Piasters.	Piasters.	Piasters.	Piasters.
Gold pound of 1845.....	144	111.111	0.9160	100.00	4 385	105.50	108.00	111.00	118.00
Gold half pound of 1845.....	72	55.555	0.9160	50.00	2 192	52.75	54.00	55.50	59.00
Yirmilik, or 20 piastre pieces of 1840.....	32	24.690	0.8317	20.16	884	20.75	21.25	22.00	23.25
Onluk, or 10 piastre pieces of 1840.....	16	12.345	0.8317	10.08	442	10.37	10.62	11.00	11.62
OLD TURKISH COINS.									
Qermaboul or Stamboul double of 1773.....	98.8	76.230	0.9583	71.71	3 147	75.50	77.50	79.62	84.75
Qermaboul or Stamboul single of 1789.....	48	37.040	0.8020	29.16	1 279	30.75	31.50	32.37	34.50
Qermaboul or Stamboul of Egypt, 1789.....	48	37.040	0.6823	24.81	1 091	26.17	26.80	27.25	29.37
(Halves and quarters in proportion.)									
Mahmoudie of 25 piastres of 1817.....	96	74.080	0.9583	69.70	3 058	88.25	90.50	93.50	98.00
Hairié, or 20 piastre pieces of 1827.....	36	27.777	0.8749	23.86	1 047	24.25	25.00	26.00	27.00
Adlié, or 12 piastre pieces of 1823.....	32	24.690	0.8248	19.99	877	20.50	21.25	22.00	23.25
Adlié, or 12 new pieces of 1827..	32	24.690	0.7500	18.18	797	19.12	19.35	20.25	21.50
(Halves and quarters in proportion.)									
FOREIGN COINS.									
Pound sterling of Great Britain				110.00		114.50	117.25	121.50	128.00
Ducats of Austria.....				51.50		54.25	55.50	57.50	60.00
Gold sovereign of Austria				151.00		159.00	164.75	169.50	180.00
Doubloon.....	541		0.8749	355.00		386.80	396.00	412.00	432.00
Twenty franc pieces of France and Napoleons in gold.....				87 20		91.00	93.25	96.00	102.00
Imperial pawns of Russia in gold of 5 roubles.....				90.00		93.30	95.50	98.00	104.00
Eagle of the United States of 1834.....				240.25		242.00	247.50	257.50	270.00

REMARKS.

The fractions of the piastres are in hundredths, and not in paras.

The United States eagles and their subdivisions are rarely seen in this place.

Par value of the piastre, with its various rates, in United States currency:

At par, the 100 piastres equal to.....	\$4.385
In beshlik money, gold pound, 105½ piastres, equal to.....	4.156
In bill money, gold pound, 108 piastres, equal to.....	4.060
In tariff money, gold pound, 111 piastres, equal to.....	3.950
In bazaar money, gold pound, 118 piastres, equal to.....	3.716

C.

Table of the weights and measures at Smyrna, reduced to the standard of the United States.

Weights.	Nominal weight.			Real weight.			U. S. weight in pounds.
	Okes.	Drams.	Drams in all.	Okes.	Drams.	Drams in all.	
Kantar or kintal = 100 rotoli or lodra, (which is the Turkish pound,) equal to.....	45		18,000	42	300	17,100	120.6405
Oke.....	1		400		380	380	2.6809
Rotoli, or lodra.....		180	180		171	171	1.2064
Oke for the retail.....				1		400	2.822
Chequee of opium.....		250	250		237½	237½	1.6755
Chequee of goats' wool.....	2		800	1	360	760	5.3618
Muskal, or metical.....					1½	1½	0.1058

REMARKS.

On weights.

The kintal is used in wholesales. It is only on cloves and cochineal that the difference between the real and nominal weight is allowed to the buyer. Otto of roses, pearls, precious stones, and gold are sold by the muskal, or metical, the dram of which is of real weight.

The oke at Constantinople is uniformly of 400 drams, and the kintal is of 44 okes = 124.168 pounds.

On measures.

The halebi is used for measuring land.

The arshin for measuring cloth.

The endaze for measuring woolen, cotton, and other cloths.

All liquids are sold by weight. The kilo mentioned in this table is that of Constantinople, which is now in general use, instead of the old one, two of which are equal to three of Constantinople.

MEASURES.

Arshins, the large pic; 100 arshins equal to.....	75.023 yards.
Endaze, the small pic—100 endazes equal to.....	71.414 "
Halebi—100 halebis equal to.....	76.554 "
1,600 square halebis = 1 denum; 100 denums equal to.....	25.307 acres.
Killo of grain—100 killos equal to.....	99,6420 bushels.

NOVEMBER 8, 1855.

I now beg to enclose herewith two statements, A and B, containing my answers to the seven last interrogatories of your circular of March 15, 1854. I have omitted answering therein in toto the 5th query, having already transmitted, in a former despatch, a copy of the tariff, containing the duties on exports to, and imports from, the United States. I have, consequently, limited myself to noting the duty, in statement A, on such commodities as have been exported during the year ending June 30, 1854. With respect to the 6th query, I beg to observe, that the only internal tax levied upon the commodities noted in statement A, as well as on all other exports, is the internal duty, which I also caused to appear in said statement.

I also beg to remark, that no files of price current sheets are published in this city, with the exception of one in the Italian language, which is neither regularly published, nor can any reliance be placed on the rates of prices therein noted. I, however, endeavored to obtain the necessary files for the period required in your circular, but I was not able to succeed.

The absence of such files of prices current has been one of the principal reasons that have delayed my transmitting at an earlier period the aforementioned statements, having been obliged to collect from the merchants the ruling prices of commodities during each month for the period required, which has taken me a long time to obtain.

A.

Statement of wholesale and retail prices of the commodities exported from Smyrna to the United States, from July 1, 1853, to June 30, 1854, with the rates of insurance, freight, commission, &c., usually charged on each article.

COMMODITIES EXPORTED.	AVERAGE PRICES.		Rate of freight.	Export duty. (c)	Rate of brokerage.	All other charges except storage.	Kind of packages.	Internal duty paid by the seller. (a)
	Wholesale.	Retail.						
	<i>Dolls. Mills.</i>	<i>Dolls. Mills.</i>						
Almonds per 100 lbs.	14 072	16 886	\$1 a \$2 per bag.	3 per cent. ad valorem	$\frac{1}{2}$ a $1\frac{1}{2}$ per ct.	40 a 45 cts. per 100 lbs.	Bags	9 per cent. ad valorem.
Boxwood (ton) per 2,240 lbs.	30 793		3 a 5 per ton	\$0.3826 per ton	do.	5 a 6 cts. do.		\$0.8343 per ton.
Canary seed per 100 lbs.	2 298	3 710	20 a 25 cts. per bushel.	3 per cent. ad valorem	do.	32 a 37. do.	Bags	9 per cent. ad valorem.
Carpets, (Turkish) square yard.	1 811	1 811	\$3 per bale	\$0.6057 per 100 lbs.	do.	\$1 86 per bale	Bales	\$1.8939 per 100 lbs.
Cumin seed per 100 lbs.	3 595	4 315	20 a 25 cts. per bushel.	0.0820 do.	do.	35 a 40 cts. per 100 lbs.	Bags	0.3524 do.
Figs, Elenor do.	7 555	10 570	(\$33 88 a \$29 04 in skeleton cases, and \$29 04 a \$19 36 (in drums) per ton.	3 per cent. ad valorem	2 per ct.	\$2 a \$2 25 do.	Small boxes & drums, put in skeleton cases	9 per cent. ad valorem.
common do.	5 754	7 762	$\frac{1}{2}$ a 2 cts. per lb.	do.	do.	1 a \$1 25 do.	$\frac{1}{2}$ small large flat drums	do.
refuse do.	1 841		\$14 32 a \$19 36 per ton	do.	do.	1 25 a 1 75 do.	Large flat drums.	do.
Goats' wool, (Angora) do.	33 803		$1\frac{1}{2}$ a 2 cts. per lb.	\$0.5436 per 100 lbs.	$\frac{1}{2}$ a $1\frac{1}{2}$ per ct.	65 a 70 cts. do.	Bales	\$1.6279 per 100 lbs.
Gun tragacanth, white flaky do.	41 646	51 057	\$14 32 a \$19 36 per ton	0.7256 do.	do.	95 cts. a \$1 do.	Cases	2.1832 do.
sorts do.	19 718		do.	0.1325 do.	do.	75 a 80 cts. do.	Cases	0.4034 do.
Hempseed per bushel.	0 687	0 824	20 a 25 cts. per bushel.	0.0142 per bushel.	do.	\$15 a \$17 do.	Bags	0.0431 per bushel.
Leeches per 1,000	20	40	\$5 per tub	0.0345 per 1,000	do.	50 per 1,000.	Tubs	0.1035 per 1,000.
Madder roots per 100 lbs.	9 083	11	1 cent per lb.	0.1483 per 100 lbs.	do.	10 a \$12 per 100 lbs.	Bales	0.4453 per 100 lbs.
Nuigalls, blue do.	13 055	15 666	\$14 52 a \$24 20 per ton	0.2543 do.	do.	\$38 a \$40 do.	Bags	0.7633 do.
white do.	8 446	10 557	do.	0.2543 do.	do.	\$1 a \$1 50 per oz. in large copper bottles.	Bags	0.7633 do.
Otto of roses per ounce troy.	4 070	6 140	\$4 per case.	0.1038 per ounce troy.	do.	\$1 a \$1 50 per oz. in large copper bottles.	Case	0.3138 per ounce.
Opium per 100 lbs.	254 622		3 a \$4 per case.	5.3353 per 100 lbs.	do.	\$2 75 a \$3 per 100 lbs.	Cases lined with tin	16.0275 per 100 lbs.
Raisins, sultana do.	11 206	12 326	24 20 a \$19 36 per ton	0.0849 do.	$\frac{1}{2}$ a 2 per ct.	95 cts. a \$1 do.	Long drums of about 11 lbs. each.	0.2543 do.
red do.	5 283	6 340	do.	0.0594 do.	do.	30 a 35 cts do.	Barrels of about 355 lbs. each.	0.1780 do.
black do.	3 925	4 710	do.	0.0288 do.	do.	do.	do.	0.0653 do.
Sponges do.			\$3 a \$5 per bale & case.	3 per cent. ad valorem	$\frac{1}{2}$ a $1\frac{1}{2}$ per ct.	\$1 60 a \$1 75 per case.	Cases	9 per cent. ad valorem.
Stammony do.	441 072		3 a 4 per drum	do.	do.	1 50 a \$1 60 per 100 lbs.	Drums	do.
Tobacco, cut do	21 505	25 804	20 a 25 cts. per drum	\$3.3028 per 100 lbs.	do.	1 50 a \$1 75 do.	Large drums of about 16 lbs. each.	\$0.9149 per 100 lbs.
Terra umbra do.	0 244		\$1 per ton	3 per cent. ad valorem	do.	5 $\frac{1}{2}$ a 6 cts. do.	Bags	9 per cent. ad valorem.
Valonia do.	2 350		19 36 per ton	\$0.0445 per 100 lbs.	do.	16 a 18 cts. do.	Bags	\$0.1234 per 100 lbs.
Wool, washed, (sheep) do.	14 751	17 701	1 $\frac{1}{2}$ a 1 $\frac{1}{2}$ ct. per lb.	0.1229 do.	do.	35 a 40 cts. do.	Bales	0.3687 do.
unwashed, (sheep) do.	8 180		1 a 1 $\frac{1}{2}$ ct. per lb.	0.1229 do.	do.	35 a 40 cts. do.	Bales	0.3687 do.
Walnuts do.	2 455	2 945	1 $\frac{1}{2}$ a 2 cts. per lb.	0.0219 do.	do.	60 a 65 cts. do.	Bags	0.0658 do.
Yellow berries do.	13 061		\$14 52 a \$24 20 per ton	0.6877 do.	do.	50 a 55 cts. do.	Bags	2.0570 do.

Rate of insurance: $1\frac{1}{2}$ a $1\frac{1}{2}$ per cent. Rate of commission: $2\frac{1}{2}$ a 3 per cent. (a) And 5 per cent over upon the amount of duty for custom-house fees.

A—Continued.

Average rates of exchange at Smyrna, from July 1, 1853, to June 30, 1854, for drafts at three months' date, payable in Turkish pounds, at the rate of 108 piastres each.

	July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	
London	\$4.477	\$4.503	\$4.523	\$4.527	\$4.658	\$4.679	\$4.709	\$4.699	\$4.714	\$4.583	\$4.701	\$4.675	For 1 pound sterling.
Paris and Marseilles...	0 1774	0 1796	0 1817	0 1821	0 1871	0 1869	0 1879	0 1879	0 1884	0 1848	0 1876	0 1869	For 1 franc.
Par of exchange.									Remarks.				
England.....piastres,	119 6-10 == \$4.8557, for 1 pound sterling of Great Britain.												
France.....paras,	189 2-10 == 0.1920, for 1 franc of France.												
Austria..... do.	486 1-10 == 0.4934, 1 florin of Austria, (metallic currency.)												
Holland..... do.	389 3-10 == 0.3951, 1 florin of Holland.												
									There is no direct exchange between this place and the United States; but the true par value is of piastres, 24 63-100 for 1 dollar in gold, (eagles of 1834,) reckoning the Turkish pound at 108 piasters, (a Turkish pound weighs 111.111 grains, standard, 0916.)				

GENERAL REMARKS.

Modes and terms of sale.—Exports are generally sold for cash, and payment is made on the first Saturday following the day of sale. It sometimes occurs, however, that one-half of the money is paid the first, and the other half on the succeeding Saturday; but for this purpose a special agreement is generally necessary before concluding the purchase. The term of payment is seldom extended to a third Saturday.

Taxes.—The internal duty is always paid by the seller, and is included in the prices of commodities. The exporter has no other tax to pay than the export duty. Boxwood, canary seed, hempseed, and terra umbra, are generally sold free on board, which comprises export duty, portorage, and shipping charges. Weighing, measuring, and all other charges, are paid by the exporter.

Insurance.—The insurance is almost exclusively effected in the United States.

Freight.—The freight for figs, raisins, gums, nutgalls, yellow berries, and valonea, is made payable in pounds sterling, (\$4⁸⁴/₁₀₀ per pound sterling.)

Storage.—Some houses charge half per cent., some one per cent., and others charge no storage at all; but when they do, they actually pay for one.

Unwashed wool.—Besides all the charges on unwashed wool, a loss of weight must be added, arising from the picking and assorting, which generally varies from 3 to 5 per cent. The export duty shown in this statement is for Anatolia, Roumelia, and Constantinople wool, which are the kinds generally exported to the United States. The duty upon the wool of Syria, Tripoli (Barbary,) Bagdad, and the adjoining country, is of \$0.1097 per 100 pounds. 13,085 bales, washed and unwashed wool, have been exported to the United States during the period mentioned in this statement, representing an amount of \$59,8178.

No sales of commodities took place during the months at which the price is left blank in this statement.

On all such commodities where the price is left open in the column of "retail prices," little or no consumption exists.

Leeches.—Leeches are a monopoly, and two European houses of this city have the exclusive right of exporting them, or to sell them in the market.

Sponges.—The price of this article varies considerably; that of common sponges, called "chemuchés," after they had been prepared for shipment, varied from \$15 to \$27 per 100 lbs.,

and that of fine sponges from \$105 to \$600 per 100 lbs. The former are shipped in bales, and are the kind most exported to the United States, and the latter in cases. They are generally bought in the lump from on board the boats which bring them from the neighboring islands by the exporters, who wash them, throw off the sand, and otherwise prepare them for shipment: consequently their price per weight depends on the quantity of sand, stones, &c., they may contain, and can only be ascertained after this operation has been gone through. The purchase of this article requires considerable skill, and oftentimes the most experienced dealers are much deceived, so much so that a difference in price of 20 to 25 per cent., more or less, is regarded as a matter of no great moment.

Besides the commodities noted in this statement, 2,677 bales of rags and 70 tons of emery stones have also been exported to the United States; but both of these articles are a monopoly, and are only exported by two houses of this city.

The trade between this place and the United States is generally carried on with Boston and New York, but principally with the former place.

B.

Statement of the rates of wages in the various branches and occupations of labor and of personal service, in the business of commerce and trade, at Smyrna, from July 1, 1853, to June 30, 1854, in United States currency.

Bakers well acquainted with their trade get \$12 per month, and the apprentices \$3 20 per month.

Boatmen get from \$1 to \$1 20 per diem, and sometimes more.

Book-keepers in commercial houses get from \$200 to \$1,000 per annum.

Butchers well acquainted with their trade get \$12 per month, and the apprentices \$6 per month.

Blacksmiths get 60 to 80 cents per diem.

Barbers get from \$8 to \$10 per month.

Carpenters well acquainted with their trade get 64 cents per diem, and the apprentices 48 cents per diem.

Cashiers in commercial houses get from \$160 to \$480 per annum.

Clerks in commercial houses get from \$80 to \$240 per annum.

Clerks in commercial houses, for collecting debts from the bazaars, get from \$120 to \$180 per annum.

Coffeehouse keepers get from \$4 to \$6 per month.

Coopers get from 80 cents to \$1 20 per diem; they generally work 12 to 13 hours per day.

Drivers.—Camel drivers get \$4 per month.

Dyers get 72 to 88 cents per diem.

Fig workers.—Persons who pick up the figs get from 10 to 14 cents per diem; these persons are generally women. Men who pack up the figs into boxes or drums get from 56 to 72 cents per diem. Carriers who supply the packers with figs get from 32 to 40 cents per diem, and the overseer gets \$1 per diem.

Gardeners get from \$40 to \$72 per annum.

Grocers well acquainted with their business get \$4 80 per month, their living, and a pair of shoes per annum; the apprentices, 40 cents per month, their living, and their shoes.

Laborers.—Day laborers get from 16 to 24 cents per diem, and field laborers from 20 to 26 cents per diem.

Masons get from 48 to 56 cents per diem.

Millers get from 40 to 48 cents per diem.

Office keepers in commercial houses get from \$6 to \$16 per month.

Scavengers get from 32 to 40 cents per diem.

Servants.—Men servants get from \$20 to \$48 per annum; maid servants get from \$8 to \$20 per annum, and cooks from \$40 to \$80 per annum.

Soap boilers get from \$8 to \$10 per month.

Silversmiths get from \$24 to \$200 per annum.

Shipwrights, for repairing vessels, get from 80 cents to \$1 20 per diem.

Shoemakers get from 48 to 60 cents per diem, but they often work at job work for 60 cents per pair of shoes.

Shop keepers get from \$2 to \$3 20 per month, and the apprentices generally receive a small remuneration at the end of the year.

Tavern keepers well acquainted with cookery get from \$4 to \$4 80 per month, their living, and shoes, and the apprentices get 40 cents per month, their living, and shoes.

Tinkers get from 32 to 48 cents per diem.

BEIRUT.

J. HOSFORD SMITH, *Consul*.

JULY 15, 1854.

In reply to the "circular to United States consuls," dated March 15, 1854, I have the honor to report that all documents regulating the commerce of this consular district emanate from the Sublime Porte at Constantinople, and are issued to the pasha and the officers of the customs and quarantine, and are not published, there being no newspapers or public journals printed in this consular district. All concerned are informed by the said officers when any new regulation is issued from the Porte. None of a beneficial character fail to be felt by the commerce of the United States, nor any of the opposite influence; nor is there any partiality exhibited towards the commerce of any nation, all being on an equality. There are no restrictions, and it may truly be said that "free trade" prevails.

I proceed to answer the questions propounded in the circular, in their regular order:

ANSWERS.

FIRST SERIES.

1st. The terms of the treaty between the United States and the Ottoman Porte are faithfully adhered to, and much more is granted than could be claimed by the terms of the treaty, which is of little importance, and seldom referred to by either party; but the privileges and benefits allowed the most favored nations are claimed, and generally cheerfully accorded to the United States.

2d. The commercial intercourse of the United States is dependent on the regulations of the Porte, though they may be suggested by the local authorities, and are liable to change from the whims of an absolute government, though in many respects very liberal.

3d. There are no privileges granted to the commerce of other nations which are not enjoyed

by the United States, and no restrictions imposed on others which do not apply to the United States.

4th. There are no port charges of any kind levied on vessels of the United States, either national or commercial.

5th. Transshipment of goods to any other port in this country, or to any foreign port, in the United States vessels, is permitted without restrictions, on the terms of the parties interested.

6th. The moneys, weights and measures in common use at the ports of this consular district are not in all respects the same as those in use at Constantinople, the oke being the same, viz: 400 drams; but the cantar of Constantinople is 44 okes, while here it is 200, the price varying accordingly.

SECOND SERIES.

1st. No commodities, except wool, have been exported to the United States since the first of July, 1853, which was contracted for at from 1,000 to 1,125 piastres per cantar, delivered at the magazine of the merchant in Beirut, including an export duty of 46 piastres per cantar of 200 okes, or 550 pounds—the piastre being $4\frac{1}{6}$ cents at 24 piastres to the dollar. No article is exported from this country free of duty; all are subject to a specific duty, like the wool, or an ad valorem duty of 12 per cent.

2d. No insurance is effected in this country, there being no companies or individuals who take such risks, and it is effected in England or the United States. Freight on wool ranges from $1\frac{1}{2}$ to 2 cents per pound, according to terms of charter and carrying capacity of the vessel. Commission is 3 per cent. on all orders for shipment to the United States.

3d. Wool and other products of the country are contracted for from three to four months prior to delivery, and from one-quarter to one-half the value paid in advance on signing the contract. Some purchases, however, are made from holders at the value of the article at the time of purchase.

4th. There is no exchange on the United States. All credits for American account are on English bankers; and taking the rate of exchange at New York on London at $109\frac{1}{2}$ per cent., and the loss here on 90 days' bills on London at $3\frac{1}{2}$ per cent., which is the average, gives an exchange against the United States of 13 per cent. The value of the English sovereign is $117\frac{1}{2}$ piastres. Exchange on London, at present, 114 piastres the pound sterling.

5th. The duties on exports to the United States are 12 per cent., except in a few instances of specific duty, and the duty on imports from the United States is 5 per cent.

6th. The internal taxes on freehold landed property are about one per cent. on the value of its product, and property belonging to government and cultivated by the people pays to government one-tenth of its products. On property generally a tax of one per cent. is levied.

7th. The rate of wages for a common day laborer is from 3 to 5 piastres, or say $12\frac{1}{2}$ to 21 cents per day. A carpenter receives $12\frac{1}{2}$ piasters, or 50 cents, per day. A clerk in a mercantile house, from \$125 to \$300 a year, according to ability; in all these cases without board and lodging.

There are no publications of any kind issued by the government or people in this consular district—no printed sheet by which any information can be obtained.

There are no restrictions or hindrances to trade with the United States imposed here; and I am not aware of any impediment to such trade more important than the duties levied in the United States on all the products of this country which are consumed there, such as silk, wool,

olive oil, nutgalls, madder roots, wine, fruit, &c., the duty on the most of which articles is 30 and 40 per cent., while England and France admit them free, and these control most of the trade.

CANDIA.

CANEA.

GEORGE MOUNTFORT, *Consul*.

JUNE 1, 1854.

On the 26th instant I had the honor to receive your circulars of the 8th and 15th March, which have met my respectful consideration, and enclosed I send you replies to the same, with the exception of the "regular files of price current sheets for said year." As there is not a printing press in the island, and, consequently, no prices current are printed, I shall compile one myself, dated 1st January last, which, of course, will give the *average* prices for the year commencing on July 1, 1853, which I shall have the honor of forwarding to you.

In a general report upon this island, made by this consulate, and forwarded to the Department of State in May, 1852, reference was made to the value of importations from the United States of America in American vessels to that period, since which no American vessels have arrived, neither has there been any importation into the ports of this island on American account.

There have been no especial "royal orders," decrees, &c., received, or any change taken place whatever in the Turkish tariff or commercial regulations since the establishment of the United States consulate at this island.

The tariff which was made in the treaty between England and Turkey, which governs the rate of duties, &c., on all merchandise imported or exported in American vessels and on American account, as already stated, reads as follows:

"On articles of exportation, 16 per cent. to be deducted from the current price or value, after which will be levied upon the value so reduced 9 per cent. of internal duty and 3 per cent. export duty—total 12 per cent. On articles of importation, 20 per cent. shall be deducted from the current price or value; after which, the import duty of 3 per cent. and the additional duty of 2 per cent. shall be levied—total 5 per cent., in the manner established by the treaty."

In January, 1851, the brig "Barbadoes" arrived at Canea from Boston, with a cargo invoiced at \$3,989 39, a portion of which, amounting to \$1,374 75, was landed and sold. As the vessel met with a severe accident, which could not be repaired at Canea, she proceeded with the remainder of her cargo, valued at \$2,614 64, to Smyrna.

In November, same year, the "Barbadoes" again arrived from Boston, via Alexandria, in Egypt. Her outward cargo was invoiced at \$4,253 70, a portion of which, \$346 70, was sold at Alexandria, and the balance, \$3,907, was landed and sold at Canea, rendering the actual value of importations on American account \$5,281 75. The duty on this amount was calculated, as previously stated, thus: \$5,281 75—deduct 20 per cent, \$1,056 35, balance \$4,225 40, which, at 5 per cent., gives \$211 27. This \$5,281 75 was the total value for the years 1851, 1852, and 1853, from the United States, imported into all the ports of the island of Candia.

The merchandise purchased at Alexandria, the produce of Egypt, amounted to 15,114.24 Egyptian piastres, or \$755 70, and laden on board the "Barbadoes," was landed in Boston, via this port and Smyrna, where it paid a good profit.

ANSWERS.

FIRST SERIES.

1st. The terms of the treaty have been most faithfully observed.

2d. Commercial intercourse depends upon the general laws, regulations, &c., of the mother country, with the exception of some few consequent non-essential port charges, which, of course, must triflingly differ in the ports of this island from those of Constantinople, Smyrna, &c., from local causes. These laws are permanent.

3d. None, with the exception of pilots' fees, &c., charged to a greater amount on Turkish in comparison with foreign vessels, fully detailed by me in answer 12, in third series of queries, October 8, 1853, circular. (a)

4th. Fully detailed in reply to query No. 12, third series, of circular of October 8, 1853. For quarantine dues or fees, see No. 14 of same series.

5th. It is permitted. If to another Turkish port, a "tuskaree," or certificate from the customs, is necessary, to show that the duties have been paid; otherwise, they will be again charged. No debenture or return duty is allowed, if shipped or reshipped to any port, either Turkish or foreign.

6th. The coin is the same as established by the mother country, and current throughout the Turkish dominions, as fully stated in the general report from this consulate in May, 1852. It is classed: the asper, 3 to a para; the para, 40 to the piastre; and the piastre, 25 to the American or Spanish dollar, or 4 cents each. The Turkish silver dollar of 20 piastres, or 80 cents, and the Turkish gold £ of 100 piastres, or \$4. The paper currency of Constantinople is never seen at the ports of this island, in consequence of the abundance of specie brought from France, England, and other places for the purchase of olive oil, &c. Exchange on the United States is never sold in this island; its present rate or value in England is 114 piastres per £, say \$4 56 for bills at 60 days' sight. The funds to purchase oil, raw silk, &c., on American account are realized through a letter of credit on some undoubted banking-house in England, on whom drafts can be negotiated at Syra or Smyrna, and for the amounts thus negotiated drafts are drawn at this place on those ports, or specie is forwarded to this place. Exchange on England at this island for the past year ranged as follows, viz: 1853, July, for 60 days' sight bills 112 piastres, or \$4 48 the £; August, 111 to 111½, or \$4 44 to \$4 46; September, 110, or \$4 40; October, 110, or \$4 40; November, 110, or \$4 40; December, 112 to 113, or \$4 48 to \$4 52; 1854, January, 114, or \$4 56; February, 114; March, 114; April, 115, or \$4 60; May, 113 to 113½, or \$4 52; June 1, 114, or \$4 56. The rate of exchange against the United States can be estimated, on the average of Smyrna rates, as follows:

A bill of exchange on London at 60 days at New York at par per £500 sterling is	\$2,222 22
For which is paid 9 per cent. premium.....	200 00
	<hr/>
Costing at New York.....	2,422 22
	<hr/>

The same bill is sold in Smyrna at 112 piastres per £ sterling. 56,000 piastres, at 25 piastres per dollar, is \$2,240, rendering the exchange $8\frac{1}{8}$ per \$182 22: \$2,422 22, instead of 9 per cent. Again, in the difference of cost in New York and sale in Smyrna $\frac{7}{8}$ per cent., or the actual difference of exchange between this island and New York $8\frac{1}{8}$ per cent. against the latter place.

American, Mexican, and Spanish dollars are worth 25 piastres, or \$1.

Five franc pieces 23, or \$0 92.

The weights of this island are of the standard of the mother country, and as used, of course, at Constantinople, Smyrna, &c., say the oke of 2 lbs. 13 oz. and 5 drams, avoirdupois; 44 of which is a Turkish quintal or cantar.

The measures are of the standard of the mother country, viz: the pike of 27 inches for the measurement of woolen goods; the endési of 25 inches for the measurement of other goods.

The land measure consists of the arsheen of 33 inches; the donnum is 44 arsheens. Vineyards only are sold by this measure. The misura is a measure which implies the quantity of land that will contain a measure of seed when sown.

The Canea kilo, or bushel, for the measurement of grain, is equal to that of Constantinople. Olive oil is measured by the mistach of $7\frac{3}{8}$ to $8\frac{3}{4}$, according to the purity of the article. Mistach of $7\frac{3}{8}$ to $8\frac{3}{4}$ okes weight.

SECOND SERIES.

1st. The wholesale and retail prices of merchandise, the growth of this island, adapted to the trade of the United States, were, at the dates designated, as follows:

Articles and dates.	Wholesale.	Retail.
	<i>Piastres.</i>	<i>Piastres.</i>
Olive oil ----- July 1, 1853----	37 per mistach-----	4 $\frac{3}{4}$ per oke-----
Do.-----Oct. 1, 1853----	40....do-----	5....do-----
Do.-----Jan. 1, 1854----	38....do-----	4 $\frac{3}{4}$....do-----
Do.-----Apr. 1, 1854----	38....do-----	4 $\frac{3}{4}$....do-----
Do.-----June 1, 1854----	38....do-----	4 $\frac{3}{4}$....do-----
Raw silk ----- July 1, 1853----	150 per oke-----	150....do-----
Do.-----Oct. 1, 1853----	170....do-----	170....do-----
Do.-----Jan. 1, 1854----	180....do-----	180....do-----
Do.-----Apr. 1, 1854----	160....do-----	160....do-----
Do.-----June 1, 1854----	170....do-----	170....do-----
Wools ----- Jan. 1, 1853----	154 per quintal-----	4....do-----
Do.-----Oct. 1, 1853----	154....do-----	4....do-----
Do.-----Jan. 1, 1854----	154....do-----	4....do-----
Do.-----Apr. 1, 1854----	154....do-----	4....do-----
Do.-----June 1, 1854----	154....do-----	4....do-----
Sheepskins, large ----- July 1, 1853----	4....each-----	Not sold at retail----
Do. ....do-----Oct. 1, 1853----	4....do-----	-----do-----
Do. ....do-----Jan. 1, 1854----	4....do-----	-----do-----
Do. ....do-----Apr. 1, 1854----	4....do-----	-----do-----
Do. ....do-----June 1, 1854----	4....do-----	-----do-----
Do. ....small ----- July 1, 1853----	1 $\frac{1}{2}$....do-----	-----do-----
Do. ....do-----Oct. 1, 1853----	1 $\frac{1}{2}$....do-----	-----do-----
Do. ....do-----Jan. 1, 1854----	1 $\frac{1}{2}$....do-----	-----do-----
Do. ....do-----Apr. 1, 1854----	1 $\frac{1}{2}$....do-----	-----do-----
Do. ....do-----June 1, 1854----	52 paras each-----	-----do-----
Small black raisins ----- July 1, 1853----	70 per quintal-----	2 per oke-----
Do.-----Oct. 1, 1853----	70....do-----	2....do-----
Do.-----Jan. 1, 1854----	70....do-----	2....do-----

PRICES OF MERCHANDISE—Continued.

Articles and dates.	Wholesale.		Retail.	
	<i>Piastres.</i>		<i>Piastres.</i>	
Small black raisins ----- Apr. 1, 1854----	70	per quintal -----	2	per oke -----
Do. ----- June 1, 1854----	72	do -----	2 $\frac{1}{4}$	do -----
Wine ----- July 1, 1853----	14	per mistach, 14 okes--	1 $\frac{1}{4}$	do -----
Do. ----- Oct. 1, 1853----	30	do ----- do----	2 $\frac{1}{4}$	do -----
Do. ----- Jan. 1, 1854----	32	do ----- do----	2 $\frac{1}{4}$	do -----
Do. ----- Apr. 1, 1854----	35	do ----- do----	3	do -----
Do. ----- June 1, 1854----	38	do ----- do----	3	do -----
Almonds ----- July 1, 1853----	1 $\frac{1}{2}$	per oke -----	2	do -----
Do. ----- Oct. 1, 1853----	1 $\frac{1}{2}$	do -----	2	do -----
Do. ----- Jan. 1, 1854----	1 $\frac{1}{2}$	do -----	2	do -----
Do. ----- Apr. 1, 1854----	1 $\frac{1}{2}$	do -----	2	do -----
Do. ----- June 1, 1854----	1 $\frac{1}{2}$	do -----	2	do -----

2d. Generally insurance is effected on all shipments from the Levant ports on American account in the United States, and the rate from the ports of this island would be the same as from Smyrna, say 2, 2 $\frac{1}{4}$, and 2 $\frac{1}{2}$ per cent. on the invoice, with the privilege of adding to its value 10 per cent.

The rate of freight, which would be governed by that of Smyrna, greatly fluctuates, according to the season, number of vessels, &c. A few months since the rate of washed wool for Boston was 1 $\frac{1}{4}$ cents per pound; unwashed wool 1 cent per pound. Almonds in large sacks £2 10s. per ton of 2,240 pounds. Silk, in cases of about 200 pounds, \$5 each, and 5 per cent. primage. At present the rates are quite double the above, but, as vessels arrive, will soon give way. The commission for obtaining freights to the United States is 6 per cent. at Smyrna, but as American vessels come to the ports of this island under especial charters and for specific objects, without seeking freights, this 6 per cent. commission is but seldom or never charged at this place. The commission for selling or purchasing merchandise is 2 $\frac{1}{2}$ per cent.; guarantee 2 $\frac{1}{2}$ per cent., and brokerage 2 per cent.; total, 7 per cent. These are the regular rates, but some merchants charge only 2 per cent. commission and 1 per cent. brokerage; others charge for the purchase of soap for the small vessels which run to the Ionian and other neighboring islands only 1 per cent. The brokerage is always paid by the purchaser. There are no wharfage or other local charges on the shipment of merchandise, with the exception of portorage, which is about the rate of cartage in New York.

3d. All articles of produce in this island are purchased for cash, without any discount. Soap is the only article which can be purchased on a credit of 60 to 90 days, and even then the seller demands a price proportionate to the credit. Imported articles, such as manufactures, hardware, sugar, coffee, &c., are generally sold on a credit of five months, and sometimes six months. Some are sold payable in weekly installments. The usual rate of discount is 1 to 1 $\frac{1}{4}$ per cent. per month, the rate of interest being 12 per cent. per annum. No bounties whatever are allowed on merchandise shipped to foreign countries or to any of the Turkish dominions.

4th. As already observed, exchange on the United States is never sold at this island.—(See reply, No. 6, to first series.)

The rate of exchange, if bills were sold at this place, would be in conformity with the statement already given, viz: a bill purchased in New York at 60 days' sight on London at 9 per

cent. premium, and sold at this place at 112 piastres per pound sterling, at the rate of 25 per dollar, would reduce it to $8\frac{1}{8}$ per cent. difference of exchange against New York; at the same rate of *purchase*, say 9 per cent., and same rate of sale, it averaged: July 1, 1853, $8\frac{1}{8}$ per cent. premium: August 1, 1853, at 111 to $111\frac{1}{2}$ at $8\frac{7}{8}$ to 9 per cent. premium; September, October, and November, 1853, 110 piastres, or 10 per cent. premium; December, 112 to 113 piastres, or $7\frac{1}{8}$ to $8\frac{1}{8}$ premium. January, February, and March, 1854, 114 piastres, or $6\frac{1}{4}$ per cent. premium; April, 1854, 115 piastres, or $5\frac{1}{4}$ per cent.; May, 1854, $113\frac{1}{2}$ piastres, or $6\frac{3}{4}$ per cent.; June, 1854, 114 piastres, or $6\frac{1}{4}$ per cent.

5th. Fully and particularly stated in report of May, 1852, and referred to in the first answer to the queries of circular of 15th March, now forwarded, say 5 per cent. nominal, but 4 per cent. actual on importations, and 12 per cent. duty on exportations. In the latter is the exception of raw silk, which, in the Turkish tariff, is stated 20 piastres per oke, but to prevent smuggling it is commuted to 10 piastres per oke. Onions, pork, and hogs, are free of duty, also snails, of which latter immense quantities are shipped to Syra, Athens, and other places, as an article of food.

6th. See general "report" upon this island, of May, 1852, which fully refers to the "internal tax," which is one-tenth of the produce raised in the whole island.

7th. For head carpenters, masons, &c., in 1852, the wages were, per day, from 8 to 10 piastres, but at present $12\frac{1}{2}$ to 50 cents. Clerks, from \$100 to \$500 per annum, according to their abilities, experience, services, &c. Household servants, from 300 to 500 piastres, or \$12 to \$20 per annum, with two suits of clothes per year, and as many shoes as they may require; a suit of clothes will cost from 80 to 100 piastres—\$3 20 to \$4. Stevedores, on board of vessels, $7\frac{1}{2}$ piastres, and common laborers 6 piastres per day.

JULY 1, 1854.

Enclosed I have the honor of sending you prices current of the markets of this island on 1st January last, in conformity with the tenor of the circular of your department of 15th March last. I regret to inform you that no American vessels have arrived at the port of this island during the last six months.

Prices current at the several ports of the Island of Candia.—January 1, 1854.

American rum, per gallon, 12 to 13 piastres—say 48 to 52 cents.

Logwood, 25 piastres, or \$1 per quintal of 125 lbs.

Sugar, Dutch refined, white, 225 piastres, or \$9 per quintal.

Pepper, 7 piastres per oke, or 28 cents per 2 lbs. 13 oz. 5 drs.

Trieste flour, in barrels of 73 okes or about 221 lbs., 270 piastres, or \$10 80.

Spermaceti candles, 18 piastres, or 72 cents per oke of 2 lbs. 13 oz. 5 drs.

Wax candles, 26 piastres, or \$1 04 per oke.

Rio coffee, 8 piastres, or 32 cents per oke.

Russia cordage, $2\frac{1}{2}$ piastres, or 10 cents per oke.

French codfish, in bales of from 65 to 70 okes, 90 piastres, or \$3 60 per bale.

English bar-iron, 90 piastres, or \$3 60 per quintal of 125 lbs.

Pig lead, 160 piastres, or \$6 40 per quintal.

Sheet lead, 165 piastres, or \$6 60 per quintal.

Molasses, manufactured in the island from *grapes*, 2 piastres, or 8 cents per oke of 2 lbs. 13 oz. 5 drs.

Rosin, 50 piastres, or \$2 per quintal.

Tar, 34 piastres, or \$1 36 per quintal.

Spirit of turpentine, 20 piastres, or 80 cents per gallon.

Turpentine in barrels, 12 piastres, or 48 cents per quintal of 125 lbs.

English fine salt, per oke of 2 lbs. 13 oz. 5 drs., 1 piastre, or 4 cents.

Candia coarse salt, made in the island, a very indifferent article, discolored, &c., 5 piastres, or 20 cents per measure of 25 okes.

English brown sheetings, 50 piastres, or \$2 per piece of 55 pikes of 27 inches each.

English bleached sheetings, 120 piastres, or \$4 80 per piece of 55 pikes of 27 inches, or 41 $\frac{1}{4}$ yards.

English brown shirtings, 28 to 50 piastres, or \$1 12 to \$2 per piece of 44 pikes, or 33 yards each.

Cassia in mats, 22 to 25 piastres per oke, or 88 cents to \$1 per 2 lbs. 13 oz. 5 drs.

Nutmegs, 60 piastres, or \$2 40 per oke.

Gunpowder, common, per quarter cask, 80 piastres, or \$3 20.

Smoking tobacco, 6 $\frac{1}{2}$ piastres, or 26 cents per oke.

Chewing tobacco, 10 piastres, or 40 cents per oke.

Prices current refer to the leading articles at wholesale prices, and on a credit of from 60 to 90 days.

SEPTEMBER 1, 1854.(a)

The island of Candia is 180 miles in length, and its average breadth is 35 miles, consequently its area is about 6,300 square miles. It is the most southerly of the Grecian Archipelago. The light-house of the port of Canea is in latitude 35° 49' N., longitude 24° 2' E. Its soil is fertile and its climate temperate, (averaging annually about 18° Reaumer,) and it is capable of raising the products of every variety of climate. Its population, in 1852, was estimated as follows :

	Canea.	Retimo.	Candia.	
Turks	10,000	8,000	15,000	
Greeks	4,500	2,000	5,500	
Jews.....	500	50	100	
	<hr/>	<hr/>	<hr/>	
	15,000	10,050	20,600	
Foreigners.....	1,500	450	1,800	
	<hr/>	<hr/>	<hr/>	
	16,500	10,500	22,400	
				49,400
Greek rural population.....			118,000	
Turkish rural population.....			40,000	
			<hr/>	158,100
Black male and female slaves.....			2,500	207,500
Government troops.....			5,000	
			<hr/>	7,500
Total.....				215,000
Since May, 1852, may be added for its natural increase, estimated at 3 per cent. per annum, 6 per cent.....				12,900
				<hr/>
				227,900
Deducting the Greeks who were expelled in May, 1854.....				1,450
				<hr/>
Leaving total population in 1854.....				226,450
				<hr/>

(a) This return was addressed to the United States minister resident at Constantinople, and by him was transmitted, under date February 20, 1855, to the Department of State.

The agricultural products of Candia are : olive oil, barley, wheat, oats, wine, raisins, carobes, (a species of tamarind, of an agreeable sweet flavor, eaten in Russia by human beings, but shipped generally from this island to Trieste, Genoa, Malta, &c., as food for cattle, horses, donkeys, &c., &c.,) cotton, flax seed, almonds, oranges, lemons, sugar cane, Indian corn, valonia, &c., &c.

A fair crop or yield of olive oil is estimated at two million gallons, and two and a half millions an abundant crop. Although immense numbers of olive trees were cut down during the "Greek war" and the civil commotion in 1840, the population is still insufficient to attend to them, and the only culture they receive is slightly ploughing the ground on which they stand. The fruit is allowed to drop from the tree, when it is collected by women and children, who receive for their trouble one-third the quantity they collect ; if the crop is abundant, generally one-quarter is lost for want of hands to collect it. In the district of Opokero, the fruit is beaten from the trees, evidently to its injury, for it is smaller in that section than in any other part of the island. The fruit is collected in heaps and taken to a wooden mill of very primitive and rough construction, operated by four men. The oil from the first pressure belongs to the owner of the olives, out of which the government receives one-tenth ; the mass is again pressed, and one-third quantity, in comparison with the first pressure, is obtained, although of an inferior quality ; this is divided into tenths, one of which belongs to the government, two divided among the workmen, and the remainder belongs to the owner of the mill. The fruit sometimes undergoes a third pressure, and the oil thus obtained, after deducting one-tenth for the government, is equally divided among the workmen and the owner of the mill. Those who are not owners of mills are obliged to carry their olives to the mills belonging to the government. No person is allowed to erect a new or repair an old mill which may not have been worked since the revolution of 1840. For want of care in its preparation, the oil of this island is not considered in quality equal to that of some other sections of the Mediterranean. The country people bring it to market in skins, and dispose of it to those who keep "magazines," where it is put into large wooden cisterns. The purchasers generally advance money upon it several months previous to its receipt, for which they formerly received 15 per cent. interest per annum ; but, in conformity with an imperial "firman," this rate of interest has lately been reduced to 12 per cent., with a retrospective action of five years. The price of olive trees ranges from 50 to 500 piastres, say from \$2 to \$20 each.

Of raw silk, about 40,000 pounds are annually produced in this island, and its quality is considered fully equal to that of Adrianople.

The grape vines were almost totally destroyed during the "Greek war" and the civil commotion of 1840, but great numbers, within a few years, have been planted. In former ages, the Cretan wine was celebrated for its flavor, &c., but it must be borne in mind that the connoisseurs of the "ancients" were totally unacquainted with the modern Madeira and sherry. The wine of the island is red, and of a description called in the United States a "dry wine." The quantity produced in the whole island, from the most accurate official information, is one million mistatu (annually) of ten okes each, each oke equal to 2 pounds 13 ounces and 5 drams avoirdupois. The third of the quantity produced is considered good, and one-third of indifferent quality. The best is produced from the district of Candia, and is called "Saint Meam ;" the second from Kissimo, in the district of Canea, and the third from the district of Retimo. For the past two years the vines have suffered much from a singular disease, previous to which wine was so

abundant that it not only supplied the requirements of the entire population of the island, but large quantities were shipped to Smyrna, Constantinople, Trieste, and other places.

The quantity of grain raised in this island is insufficient for the wants of its population; consequently many cargoes are imported from the coasts of Barbary and Egypt, besides large quantities of beans, &c. The importations consist principally of wheat, rice, and barley. Previous to the war with Russia, large quantities of wheat, &c., were imported into this island from the ports on the Black Sea.

From an official report I am informed that the quantity of grain annually raised in this island is as follows:

Wheat.....	200,000 kilos.
Barley.....	550,000 “
Oats.....	300,000 “

A kilo is equal to an English bushel. A very small quantity of Indian corn is raised in this island, as it appears to produce more cob than grain, and it is evidently not adapted to this place.

Black raisins, of a small size but luscious flavor, which will retain their freshness for many months, are abundant and very cheap. In the district of Candia large quantities are shipped to Trieste, and they are well adapted to the American market. Red raisins of a large size are also raised in the districts of Candia and Retimo, adapted to the American market. About 3,500 tons carobes are annually produced in the districts of Retimo and Candia, which, as already observed, are shipped to Trieste, Genoa, &c. Valonea is abundant and of very superior quality, of which about 1,000 tons are shipped to England. Cotton, flax, figs, honey, linseed, almonds, chestnuts, filberts, oranges, lemons, &c., are all, with the exception of the first three, exported in great abundance.

There are 41 manufactories of the celebrated Candia soap—viz: in Canea 20, Retimo 4, and Candia 17—which manufacture annually about 6,000 tons. There are also manufactories of bags, cotton shirtings, toweling, &c., in several parts of the island. At the port of Candia is a silk manufactory, and another at Halleppa, about four miles from Canea, on a somewhat extensive scale; also, there are manufactories, in many places in the island, of fancy silk handkerchiefs, not by loom or other machinery, but by hand; besides, beautiful saddles, bridles, &c.

The value of the commerce of the island for sixteen years is stated as follows, in dollars:

Years.	Importations.	Exportations.	Years.	Importations.	Exportations.
1836.....	\$758,270	\$808,540	1844.....	\$793,350	\$750,000
1837.....	639,000	322,200	1845.....	600,000	850,000
1838.....	600,000	495,000	1846.....	949,000	400,000
1839.....	610,000	724,000	1847.....	1,240,000	1,370,000
1840.....	557,670	759,130	1848.....	1,058,195	812,660
1841.....	65,000	1,753,135	1849.....	1,078,030	1,237,400
1842.....	1,000,000	972,500	1850.....	1,154,215	2,007,845
1843.....	1,068,500	993,500	1851.....	618,680	879,174

The description of merchandise imported into the port of Canea, island of Candia, in 1849, previous to the opening of the American trade direct, is fully detailed in the statement annexed.

Description and value of imports, &c.

Description of merchandise.	From whence imported.							
	Value.	England.	Turkey.	Greece.	Austria.	France.	Malta.	Ionian islands.
Steel, iron, nails, &c.-----	\$5,425		\$1,365	\$2,050	\$2,000		\$10	
Coffee-----	5,100	\$180	470	1,600	500	\$2,350		
Cotton twist-----	21,995	8,635	1,750	10,810	800			
Hides and leather-----	22,225		6,150	13,100	600	2,250	155	
Woolen cloth-----	17,550		100	2,950	14,500			
Red woolen caps-----	10,550		7,650	2,000	900			
Drugs and spice-----	6,160	2,110	1,250	2,025	700			
Earthenware-----	9,395	125	8,270	525	250	100	125	
Cod and other salted fish-----	31,840	420	5,400	1,850	100	23,250	820	
Hardware and mercery-----	7,550		1,800	2,500	3,250			
Barilla and natron-----	43,875		42,450	400	850		175	
Lumber of wood for building-----	14,000		6,100	100	8,600			
Sugar-----	8,385	210	425	6,100	1,200		450	
Manufactured woolen goods-----	135,330	8,860	55,200	42,300	26,500	300	2,170	
Butter-----	51,200		31,200					
Fuel-----	8,315		8,015	300				
Grain, wheat, &c-----	107,820		102,820	5,000				
Rum-----	375		375					
Rice-----	53,200		53,200					
Tobacco and snuff-----	15,350		15,350					
Miscellaneous-----	51,560	560	25,900	7,500	11,600	800	4,700	\$500
Total-----	627,200	21,100	375,240	101,110	72,350	29,050	8,605	500

Report of the navigation and commerce of the island of Candia for the year 1853.

Arrived.					Departed.				
Ports.	No. of vessels.	Tons.	Men.	Values of cargoes.	Ports.	No. of vessels.	Tons.	Men.	Values of cargoes.
Retimo-----	182	6,218	1,176	\$92,700	Retimo-----	183	6,261	1,199	\$331,740
Canea-----	640	28,843	4,543	390,968	Canea-----	640	28,171	4,580	853,389
Candia-----	348	15,686	2,455	544,544	Candia-----	343	15,483	2,420	787,584
Total-----	1,170	50,747	8,174	1,028,212	Total-----	1,166	49,915	8,199	1,972,713

Total value of exportations from the island for 1853----- \$1,972,713

Total value of importations into the island for 1853----- 1,028,212

Balance of trade in favor of the island----- 944,501

CYPRUS.

MERINO DE MATTEY, *Consul*.

AUGUST 7, 1855.

There being no good port in Cyprus, the number of vessels belonging to the island is quite insignificant, and these are small craft, not built in Cyprus, but on the coast of Caramania, from Castel Rosso to Adalia. Vessels are also sometimes bought at public sales, in and out of the island, but these cases are extremely rare. Small boats are built in Cyprus now and then. (a)

The regulations with regard to ship-building, sailors in merchant service, shipping, navigation, quarantine, &c., are exactly the same as those in force in Constantinople and the other principal ports of the Turkish empire.

There is no direct trade whatever between this island and the United States, and vessels of the said States seldom visit our shores.

The customs duties on exports and imports, as well as the weights and measures in common use in this island, are the same as those established by the supreme law of the mother country.

The Spanish dollar is worth here at present $26\frac{1}{2}$ piastres.

Foreign vessels are not liable to port charges, nor any other dues, with the exception of quarantine dues.

EGYPT.

ALEXANDRIA.

EDWIN DE LEON, *Consul General*.

JANUARY 10, 1854.

I find it exceedingly difficult here to obtain information at once useful and reliable, owing to the interest many of the monopolists of trade feel in keeping facts concealed from the enterprising genius of our "universal nation." The facts, however, which have already been screwed out by my inquiries and investigations satisfy me that a very profitable communication can be opened between this port and our own, and the profits of the British, French, and Austrian merchants be shared, at least, by Americans. I shall make it my business, at an early day, to report fully on this topic. At present I shall merely transmit a few items of intelligence, which I know to be authentic, and which would seem interesting to our merchants. From the annexed returns, extracted from mercantile houses here, it will be seen that the idea of America's finding a rival in Egypt for the culture of cotton is simply farcical. When to these facts and figures we add the additional fact of the heavy drain on the laboring population this war has occasioned, the absurdity of the idea is rendered still more palpable to every thinking man.

From this statement it appears that the entire quantity of Egyptian cotton exported in 1853 was 144,757 bales, against 272,541 exported in 1852. The Egyptian bale is also much smaller than the American, generally averaging about 200 pounds only, which diminishes even the apparent quantity.

(a) Answer to circular of October 8, 1853. See foot note, page 94.

Cotton exported from Alexandria from January 1, 1853, to December 31, 1853.

	1853.		1852.
Great Britain	86,986 bales, against	192,078 bales.	
France	35,515 “	“	41,167 “
Austria	21,888 “	“	38,099 “
United States	300 “	“	483 “
Other countries	8 “	“	714 “

The attempt to cultivate the sea island cotton here has proved a failure. After the first crop it deteriorates rapidly. But all the cotton produced here is long staple, and is said to work up well. The other articles of export are chiefly flax, wheat, beans, barley, Indian corn, linseed, lentils, sesame seed, and gums. The comparative exports of these articles for the last three years I have now in process of preparation from reliable sources. They will show how important a trade American enterprise has thus far overlooked. The annual printed tables published here are not much to be depended on. There are two sets prepared, which vary several millions in their figures. The only way to get information here is to hunt it up personally.

G R E E C E .

ATHENS.

JONAS KING, *Acting Consul.*

MAY 18, 1854.

The following is an answer to the interrogatories contained in your “circular to the United States consuls,” dated March 15, 1854. I am not aware that any American merchant vessel has touched at any port within my jurisdiction, from the commencement of the year 1851 to the end of the year 1853.

ANSWERS.

FIRST SERIES.

1st. I know of no infringement of the treaty of commerce between the United States and the government of Greece.

2d. The commercial intercourse, were there any, would be dependent on the regulations of the Greek government, the greater part of which have been in force for several years.

3d. Privileges permitted to other nations would not be denied, I presume, to the United States, and the same restrictions would no doubt be imposed on the commerce of the United States as on that of other nations.

4th. Port charges for vessels are as in statement annexed to this communication.

5th. Goods may be landed in transit and transhipped in vessels of the United States to any foreign port.

According to a royal decree, November 14, (26th,) 1836, Greek vessels have the exclusive right of transporting native produce from one to another port of the kingdom, unless otherwise ordered by treaty.

6th. The moneys in common use throughout Greece are the same as those established by the order of government.

The currency established by government is in drachmas and lepta; 100 lepta = 1 drachma; one lepton = $\frac{1}{6}$ of a cent in federal money; 6 lepta = 1 cent; and 6 drachmas = \$1; of course, 1 drachma = 16 cents $6\frac{2}{3}$ mills.

The value of foreign moneys is published in a tariff in drachmas and lepta. A royal order was issued in 1836, for the regulation of weights on the French decimal system, but never carried into effect; and the weights in common use throughout the kingdom are the same as they were formerly under the Turks, that is, the same as those now in use in Turkey. According to this system 400 drams = 1 oke, 44 okes = 1 kantar or quintal. The oke equals about 45 ounces avoirdupois; and 18 kantars or quintals are equal to about a ton. This system of weights in drams, okes and quintals is used in buying and selling in all parts of the country, and almost all articles of merchandise are bought and sold by this weight; for instance, corn, wine, oil, sugar, salt, fish, meat, bread, apples and other fruits, potatoes, wood for fuel, coal, &c. Only for wheat and other kinds of grain there is a measure called kilo, which answers, perhaps, very nearly to our bushel, and contains, I am told, 22 okes of wheat.

The measure of length is, according to a royal order, the French metre; but the old measure called the pic is still in common use throughout the country and the same as in Turkey. The pic with which timber and land are measured, is $\frac{7.5}{100}$ of a French metre, and equal to about 2 feet 6 inches of our measure, and is called the "carpenter's pic." The pic with which woolen cloths are measured is about 27 inches of our measure; and the pic with which all stuffs made of silk, cotton and linen are measured is about 25 inches of our measure.

As there have been no exports to, or imports from the United States since the first of July last, I have no data from which to make out what you require, in the circular, in a tabular form.

No files of price current sheets for the year commencing on the first of July last, either official or private, that I know of, have been published at this or any other important market in my consular district.

The tariff for all merchandise or goods, imported into or exported from Greece, is substantially the same as the one published in 1830.

Port charges.

1. For vessels discharging and receiving cargoes, 12 lepta = 2 cents.
2. For vessels discharging cargoes only, 8 lepta = 1 cent $3\frac{1}{2}$ mills.
3. For vessels arriving and departing in ballast, 4 lepta = $\frac{2}{3}$ of a cent.

When vessels leave one Greek port for another Greek port, they pay half the above charges.

Anchorage.—Vessels of 5 to 20 tons pay for anchorage—if of the class first above mentioned, 9 lepta = 1 cent 5 mills.

Class 2d, 6 lepta = 1 cent.

Class 3d, 3 lepta = 5 mills.

For light-house.—Vessels of 5 to 20 tons pay for light-houses 50 lepta = 8 cents $3\frac{1}{2}$ mills.

21 to 50 tons pay 1 dr. = $16\frac{2}{3}$ cents.

51 to 100 tons pay 2.50 drs. = $41\frac{2}{3}$ cents.

101 to 200 tons pay 5 drs. = $83\frac{1}{3}$ cents.

200 to 300 tons pay 8 drs. = \$1 $33\frac{1}{3}$ cents.

301 tons and above, pay 10 drs. = \$1 $66\frac{2}{3}$ cents.

For permit of departure.—Vessels of 5 to 20 tons pay 50 lepta = $8\frac{1}{3}$ cents.

21 to 50 tons pay 1 dr. = $16\frac{2}{3}$ cents.

51 to 100 tons pay 2 drs. = $33\frac{1}{3}$ cents.

101 to 200 tons pay 3 drs. = 50 cents.

201 to 300 tons pay 4 drs. = $66\frac{2}{3}$ cents.

301 tons and above, pay 5 drs. = $83\frac{1}{3}$ cents.

Charges of the health officer.—Bill of health, per ton, 2 lepta = $\frac{1}{3}$ of a cent.

When in quarantine, per ton, per day, 1 lepton = $\frac{1}{6}$ of a cent.

For health officer or doctor—

For vessels of 5 to 26 tons, 1 dr. = $16\frac{1}{3}$ cents.

26 to 50 tons, 1.50 dr. = 25 cents.

51 to 100 tons, 3 drs. = 50 cents.

101 tons and above, 6 drs. = \$1.

For each passenger, per day, 50 lepta = $8\frac{1}{3}$ cents.

For each passenger, at the end of the performance of quarantine, 2 drs. = $33\frac{1}{3}$ cents.

Summary.—The whole amount of port charges for vessels discharging and receiving cargoes is, per ton, about 30 lepta = 5 cents.

For vessels discharging cargoes only, about 24 lepta per ton = 4 cents.

For vessels arriving and departing in ballast, 15 lepta = 2 cents 5 mills.

This includes all port charges and clearances, excepting pilotage, for which a charge of five dollars (\$5) is made when vessels hoist a signal for a pilot.

The charges for American and national vessels are the same.

When gunpowder remains on board, for every kilogramme, (about $2\frac{1}{4}$ lbs.,) per month, or 30 days, 2 lepta = $\frac{1}{3}$ of a cent.

When gunpowder is deposited in the powder magazine, for every kilogramme, per month, or 30 days, 3 lepta = 5 mills.

APRIL 4, 1856.

I send herewith four statistical tables, translated and copied from authentic documents of the Greek government, showing the exports from Greece to other countries, and the imports from those countries into Greece, in the years 1851, 1852, and 1853; also the quantity and value of the same.

The value is stated in drachmas, of which six are equal to the American dollar.

TABLE OF MERCHANDISE IMPORTED IN 1851.

Merchandise imported.	England.	America.	Austria.	Egypt and Crete.	France.	Italy.	Ionian Islands.	Russia.	Turkey.	Various other places.	Sum total.
	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>
Vessels of various kinds.....	70,869	15	20,910	.....	26,046	16,492	26,229	97	23,661	3,666	187,925
Aromatics.....	21,738	6,124	27,720	9,258	33,977	1,277	20,223	.....	19,515	28,770	169,602
Dyes.....	39,696	4,800	1,808	.....	.....	1,400	582	.....	1,873	24,559	74,718
Skins.....	37,706	30,653	98,664	162,759	364,595	25,773	94,885	3,956	182,554	106,819	961,424
Cereal fruits.....	5,306	.....	35,501	15,819	4,794	3,225	349,066	746,872	3,492,697	277,968	5,048,088
Olives.....	176	.....	18,412	21,033	5,590	308	66,418	.....	40,486	3,034	155,457
Beasts.....	40	.....	2,611	1,560	3,827	.....	1,165	.....	1,130,824	98	1,140,125
Fish, and other marine pro- ductions, fresh and cured..	127,961	.....	64,291	111,524	195,566	15,265	174,453	39,530	491,263	20,486	1,240,339
Tobacco.....	14,975	.....	7,436	20,699	1,836	.....	6,337	.....	68,264	21,645	141,192
Coffee.....	102,376	102,522	72,406	6,903	57,890	11,146	38,995	.....	3,101	115,377	510,716
Metals.....	221,950	.....	183,269	1,426	49,853	500	81,635	280	29,795	210,834	779,642
Timber.....	140	.....	546,940	2,010	350	35,912	33,737	13,100	919,211	32,681	1,584,081
Fruits, fresh and dry.....	410	.....	28,891	71,893	275	19,147	30,543	.....	280,641	6,884	438,684
Rice.....	1,838	.....	63,790	133,902	427	80,482	5,033	.....	2,426	76,830	364,728
Fossils, gypsum, &c.....	7,030	.....	19,105	.....	104	950	186	.....	4,994	219	32,588
Legumes of various kinds...	60	.....	23,505	23,949	2,019	4,977	9,176	1,959	53,688	1,723	121,056
Jewelry.....	3,800	.....	4,822	.....	9,851	.....	109	.....	1,923	4,490	24,995
Drinks of various kinds.....	64,646	.....	.....	1,947	.....	1,926	6,028	.....	.....	48,607	107,207
Powder.....	48,699	.....	29,626	1,881	15,372	5,884	29,441	.....	104,962	47,530	299,342
Sugar.....	604,803	.....	229,481	.....	170,762	3,481	45,874	.....	3,837	345,301	1,403,539
Soap.....	198	.....	3,075	24,766	719	.....	103,646	.....	16,594	448	149,464
Raw material, such as cotton, hemp, flax, wool, and silk..	1,180	.....	40,398	18,964	10,469	.....	1,021	.....	77,433	123,518	272,983
Drugs of various kinds.....	5,558	350	82,972	2,512	6,584	163	2,811	20	5,304	8,510	114,784
Manufactures of—											
Cotton.....	3,550,110	2,709	569,653	1,779	81,345	29,620	116,289	.....	48,075	480,988	4,880,568
Skins.....	4,080	.....	19,485	387	22,224	759	648	.....	2,043	519	50,145
Half silk.....	55,712	.....	34,261	.....	29,294	11	4,416	.....	13,795	5,997	143,486
Hemp.....	5,777	.....	323,570	108	1,227	3,525	6,670	4,593	23,536	10,169	378,175
Bones.....	140	.....	17,970	.....	273	.....	226	.....	1,514	.....	20,223
Flax.....	42,295	.....	14,352	.....	668	.....	4,764	.....	6,003	2,436	70,518
Wool.....	255,870	965	615,174	118	206,451	71,546	35,581	8,218	343,329	192,288	1,729,540
Metals.....	65,284	.....	149,943	2,305	101,050	10,843	15,515	153	60,342	54,208	730,356
Silk.....	108,592	.....	377,348	437	118,662	967	1,495	.....	28,101	51,173	416,062
Wood.....	5,358	.....	41,248	130	39,645	5,289	7,531	375	24,600	160	124,336
Glass.....	24,274	.....	99,069	.....	24,878	1,329	359	.....	1,148	3,690	154,747
Paper.....	5,072	.....	72,418	.....	88,471	78,062	4,475	.....	1,441	19,057	268,996
Paper material.....	32,724	.....	72,762	516	29,666	60	671	.....	18,047	22,653	177,099
interwoven with gold..	.....	.....	3,111	.....	7,754	.....	2,394	.....	452	.....	13,711
Mats.....	3,884	.....	45,643	2,978	12,188	78,070	4,681	.....	11,284	1,101	159,829
Various others.....	130,136	.....	247,484	33,359	87,736	20,973	74,574	244	443,332	144,334	1,179,172
Total.....	5,670,363	148,138	4,310,124	674,922	1,812,438	455,141	1,375,000	819,497	8,055,309	2,498,770	25,819,702a

NOTE.—A great part of the cereal fruits, marked in the column of Turkey, are the produce of the Russian empire, and were marked in this column because they were sent into Greece from Turkey.

(a) Errors will be detected in some additions on this page, as well as in some on pages which immediately follow.

TABLE OF MERCHANDISE EXPORTED IN 1851.

Merchandise exported.	England.	America.	Austria.	Egypt and Crete.	France.	Italy.	Ionian Islands.	Russia.	Turkey.	Various other places	Sum total.
	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>
Valence.....	82,758		214,386		13,824		34,483		90		625,738
Cotton.....			1,150			280,197	6,375		45		2,570
Leeches.....	2,500		7,190		44,900		666				57,946
Skins.....			83,779	120	270	2,690	2,847		34,308	266	121,590
Cereal fruits.....	40,440		114,062	4,180			198,639		4,259	59	365,963
Olives.....	410		35,657	140	72,814	4,356	2,391		122,070		236,582
Beasts.....	2,131		240			3,100	505,578		58,995	1,000	567,944
Fish, and other marine pro- ductions, fresh and cured..				8,754		1,904	30,748		4,241		45,647
Tobacco.....	2,143		7,685	17,689	50,312		9,192		464	2,442	91,727
Wool.....	17,390		33,985			34,376	1,973		1,961	6,023	95,708
Honey.....	135		1,137	1,134	67	1,337	4,695		74,821		83,326
Silk.....	145,663		258,638	45,660	261,438	35,082	16,980		186,236	42,250	991,947
Turpentine and resins.....							632		53,776	694	55,102
Wood, roots, and seeds for dyeing.....	3,508		123,428	87		530	685		19,644	76	147,958
Timber.....	998		1,758	1,290			39,212		9,305	3,213	55,766
Fruits, fresh and dry.....			270			994	7,765		29,515	184	38,728
Fossils.....	69,860		1,518						203	325	71,906
Legumes.....	30		15			199	2,192		1,031		3,467
Drinks of various kinds.....	39		1,474	1,034		40	480	280,521	427,599	3,204	714,391
Kermes.....	4,823		900	27,757			1,080		23,426	17,445	75,431
Sponges.....			174,540		3,685				1,370		179,595
Currants (Corinthian grapes).	6,642,042	133,621	1,432,554	189		320	4,394		1,933	144,143	8,359,196
Figs.....	3,980		413,171			60	19,949	20,277	130,637		588,024
Cheese.....	196		16,379				48,056		62,489	18	127,138
Manufactures of—											
Cotton.....							10		6,120	28,209	34,339
Skins.....									40		40
Wood.....							121		65	17,598	17,784
Metals.....			330				344		622	2,483	3,779
Silk.....									163	32,705	32,868
Wood.....							410		30		440
Mats.....							4,216			430	4,646
Various others.....	1,164	1,857	25,984	11,697	40	359	1,121	187	11,502		53,916
Total.....	7,020,174	135,478	2,950,235	119,731	447,350	365,538	940,234	300,935	1,266,960	304,567	13,851,202

NOTE.—A great part of the cereal fruits, marked in the column of Turkey, are the produce of the Russian empire, and were marked in this column because they were sent into Greece from Turkey.

TABLE OF MERCHANDISE IMPORTED IN 1852.

Merchandise imported.	England.	America.	Austria.	Egypt and Crete.	France.	Italy.	Ionian Islands.	Russia.	Turkey.	Various other places.	Sum total.
	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>
Vessels of various kinds	26,619	.....	21,597	220	27,762	11,677	31,453	70	32,733	2,074	154,205
Aromatics	28,709	1,535	15,255	4,499	18,772	314	695	.....	7,841	12,262	89,882
Dyes	105,377	.....	200	.....	166	.....	7	.....	1,767	18,456	125,973
Skins	29,673	.....	91,112	27,570	486,607	41,108	83,675	.....	119,817	74,115	953,677
Cereal fruits	89,540	.....	57,932	24,470	4,464	6,371	856,189	695,586	5,872,727	215,016	7,822,295
Olives	104,710	.....	9,275	126,727	3,970	3,189	187,663	.....	269,001	1,128	705,663
Beasts.....	25	.....	.....	2,500	.....	.....	751	.....	805,673	.....	808,949
Fish, and other marine productions, fresh and cured..	65,279	.....	67,663	23,546	166,258	18,732	146,425	18,362	641,718	12,896	1,160,879
Tobacco	19,004	.....	7,025	12	1,631	.....	6,172	.....	53,855	33,724	121,423
Coffee	117,975	187,301	62,760	8,894	18,665	600	41,014	.....	5,809	111,858	554,876
Metals.....	150,539	.....	141,931	.....	72,799	9,346	3,613	.....	25,782	60,703	464,713
Timber	1,901	.....	347,319	608	18,177	31,518	13,425	220	570,337	20,831	1,004,336
Fruits, fresh and dry	2,266	.....	10,734	73,917	2,870	18,943	24,414	.....	137,443	1,497	272,084
Rice	14,203	.....	165,176	275,095	907	13,128	4,287	2	43,146	4,301	520,244
Fossils, gypsum, &c.....	1,835	.....	29,315	18,015	191	600	533	.....	8,057	974	59,520
Legumes of various kinds...	30	.....	10,495	13,102	.....	460	14,171	961	71,460	4,000	114,679
Jewelry	1,560	.....	14,041	30	6,210	.....	1,074	.....	1,326	.....	24,241
Drinks of various kinds	59,331	.....	11,470	1,638	8,503	860	21,698	.....	57,900	4,401	165,801
Powder.....	46,934	.....	.....	.....	.....	384	1,323	.....	4	39,090	87,735
Sugar	513,339	115	488,119	469	125,680	4,202	33,944	.....	7,854	204,286	1,378,008
Soap	2,225	.....	30,118	72,715	300	.....	77,873	.....	26,015	200	209,446
Raw material, such as cotton, hemp, flax, wool, and silk.	2,152	.....	49,039	121,915	13,943	12,908	11,875	.....	118,254	126,596	456,682
Drugs of various kinds	11,697	.....	77,809	2,204	12,281	30	325	21	2,676	5,127	112,170
Manufactures of —											
Cotton	2,488,003	.....	384,119	11,304	82,161	7,724	46,764	.....	39,099	413,312	3,472,486
Skins	1,284	.....	10,048	162	30,866	3,124	229	.....	1,026	25	46,764
Half silk	552	.....	17,428	.....	170	10	2,647	.....	3,514	.....	24,321
Hemp	17,374	.....	186,445	1,441	1,662	7,294	2,032	5,960	28,571	7,216	257,995
Bones	10,125	.....	27,985	.....	19,795	13,895	3,765	.....	1,579	2,733	79,877
Flax	43,701	.....	54,228	346	7,846	98	710	.....	2,672	1,286	110,887
Wool	246,609	.....	238,762	1,792	198,826	21,370	8,816	437	209,986	114,037	1,040,635
Metals	76,019	.....	259,229	2,606	113,637	6,482	4,062	.....	28,335	41,440	531,810
Silk	29,304	.....	56,532	1,175	138,893	20	256	.....	16,667	5,033	247,880
Wood	5,545	.....	55,488	362	50,651	4,251	6,398	.....	18,709	2,050	143,454
Glass.....	19,742	.....	81,475	.....	27,540	2,189	1,620	.....	2,400	500	135,466
Paper	5,226	.....	52,928	140	59,527	68,212	6,869	.....	423	15,443	208,768
Paper material.....	25,255	.....	30,364	12	24,131	120	610	.....	3,689	4,958	89,139
interwoven with gold..	.....	.....	2,424	.....	7,760	.....	.....	.....	50	.....	10,234
Mats	6,060	.....	21,837	6,559	12,068	14,467	1,866	80	5,824	3,032	71,793
Various others.....	71,801	1,940	263,500	23,131	89,206	37,836	38,978	1,304	554,492	60,997	1,143,215
Total.....	4,441,523	190,891	3,451,176	847,176	1,854,895	361,492	1,688,221	723,003	9,798,231	1,625,597	24,982,205

TABLE OF MERCHANDISE EXPORTED IN 1852.

Merchandise exported.	England.	America.	Austria.	Egypt and Crete.	France.	Italy.	Ionian Islands.	Russia.	Turkey.	Various other places.	Sum total.
	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>
Valonea.....	175,260		325,776			213,187	62,744		25,130	19,042	821,139
Cotton.....											
Leeches.....	3,010		12,850			26,598	524				42,842
Skins.....			58,229	390	2,679		9,340		32,626	372	103,537
Cereal fruits.....	10,182		47,217	6,736		12,066	310,114		1,995	756	389,066
Olives.....	182		1,906	3,750					41,766	260	47,864
Beasts.....	12,699		356			250	351,003		45,541	714	410,573
Clay of Thera.....			14,331						267		14,598
Fish, and other marine pro- ductions, fresh and cured.....				4,120			39,986		8,183	567	52,586
Tobacco.....	5,125		4,172	31,825	32,228	8	5,414		3,634	115	82,521
Wool.....			21,565		23,777	65,286	47,280		4,979	23	162,910
Honey.....	205		1,381	70	91	4,627	4,147	12	50,473	257	61,263
Silk.....	255,231		192,649	10,802	1,363,253				163,675	14,360	1,999,970
Turpentine and resins.....				42		12	3,302		10,195	8,353	48,359
Wood, roots, and seeds for dyeing.....	42,544		57,057	1,020	1,931	280	462		10,238	70	13,664
Timber.....	857		1,169				27,785		33,900		137,194
Fruits, fresh and dry.....			3,175	156			5,603	117	66,333	336	75,720
Fossils.....	440,400								744		440,400
Legumes.....	60		500	754			1,671			182	3,911
Drinks of various kinds.....	9,404		44,938	877	112	2,475	7,106	714,984	239,245	3,404	1,022,545
Kermes.....			1,755		5,400				21,082	25,896	54,133
Sponges.....	2,775		308,251		129,879	81,200				2,611	524,716
Currants, (Corinthian grapes).....	2,075,788		677,164	6		89,537	308	864	391		2,844,058
Figs.....	13,120		561,660			108	50,149	49,700	17,642	7,796	700,175
Cheese.....	155		553	1,105			33,397		42,165	699	78,054
Drugs, (licorice).....											
Manufactures of—											
Cotton.....			240	848			410		10,130		11,628
Skins.....				10			210				220
Wool.....			1,041	2,160			20		2,270		117
Metals.....			2,049	14,500	4,735				4,312		5,491
Silk.....									117		25,596
Hemp.....									750		750
Wood.....				200			252		370	60	882
Mats.....						899	1,129		1,099		3,117
Various others.....	2,202		21,895	5,692	42,520	10,760	52,755	10,760	72,891	2,868	222,313
Total.....	3,049,199		2,361,369	85,063	1,606,605	507,643	1,015,111	776,437	912,148	88,642	10,402,212

TABLE OF MERCHANDISE IMPORTED IN 1853.

Merchandise imported.	England.	America.	Austria.	Egypt and Crete.	France.	Italy.	Ionian Islands.	Russia.	Turkey.	Various other places.	Sum total.
	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>
Vessels of various kinds.....	31,284	.....	36,633	66	20,672	13,336	72,970	.....	2,998	1,519	186,864
Aromatics.....	22,382	530	17,832	11,174	22,152	860	3,098	.....	10,384	16,480	97,506
Dyes.....	46,977	.....	8,765	13	2,640	5,500	72	.....	11,485	32,986	108,438
Skins.....	10,469	.....	121,706	71,861	356,413	8,897	139,155	5,180	122,970	59,451	896,102
Cereal fruits.....	6,487	.....	25,782	17,729	12,052	1,454	65,055	76,306	1,899,212	655,317	2,759,394
Olives.....	1,060	.....	16,651	142,166	589	10,350	69,784	.....	88,723	1,050	330,373
Beasts.....	80	.....	116	5,824	55	.....	890	.....	837,544	1,936	846,445
Fish, and other marine pro- ductions, fresh and cured..	82,422	.....	32,586	8,982	104,116	39,698	91,871	27,768	804,398	20,050	1,211,891
Tobacco.....	20,129	560	13,727	287	1,713	.....	1,113	.....	132,960	9,265	179,754
Coffee.....	59,937	170,812	68,584	1,529	58,574	7,056	51,512	.....	1,658	99,872	519,534
Metals.....	105,315	337	140,751	305	14,159	954	2,928	305	20,347	75,040	360,441
Timber.....	5,450	.....	269,067	1,161	1,921	18,142	11,401	370,187	516,593	2,662	1,196,584
Fruits, fresh and dry.....	5,300	.....	10,179	56,968	3,452	5,241	10,823	.....	121,849	1,508	215,320
Rice.....	206	.....	160,820	239,739	6,512	44,264	5,229	.....	67,514	20,755	545,039
Fossils, gypsum, &c.....	1,932	.....	28,840	1,100	.....	1,700	68	.....	11,329	3,494	48,363
Legumes of various kinds...	1,084	.....	2,605	5,520	35	240	322	.....	75,418	145	85,369
Jewelry.....	2,640	416	11,713	1,044	14,506	.....	40	625	273	1,503	31,507
Drinks of various kinds.....	80,239	.....	24,520	.....	13,592	396	14,787	.....	480	48,998	214,392
Powder.....	58,660	.....	.....	.....	12	2,015	.....	.....	30,400	76,603	137,563
Sugar.....	682,662	.....	337,833	725	232,573	16,757	228,351	.....	5,562	97,907	1,601,773
Soap.....	2,045	.....	4,912	134,178	2,087	5,250	87,378	.....	18,659	16,645	271,154
Raw material, such as cotton, hemp, flax, wool, and silk.....	.....	.....	51,498	3,995	4,280	1,700	1,749	187	4,909	0,212	77,590
Drugs of various kinds.....	11,505	60	72,144	4,798	6,946	1,275	1,512	180	9,154	2,277	109,791
Manufactures of—											
Cotton.....	2,983,361	13,389	408,882	1,820	154,395	6,235	29,833	.....	31,086	266,968	3,895,969
Skins.....	2,979	.....	11,544	20	70,179	6,859	437	.....	1,646	194	93,798
Half silk.....	6,969	.....	31,877	280	91,177	1,037	2,526	.....	5,159	3,615	142,640
Hemp.....	53,015	.....	211,501	9	4,596	17,040	1,116	.....	18,984	7,934	314,195
Bones.....	979	.....	25,883	.....	2,572	4,778	.....	.....	718	1,825	36,755
Flax.....	73,271	.....	52,076	.....	9,150	87	552	.....	1,948	1,754	138,838
Wool.....	299,936	.....	443,336	166	252,299	20,692	5,036	9,345	223,280	94,210	1,348,600
Metals.....	78,273	.....	212,524	1,714	158,969	6,689	2,134	99	20,751	55,689	536,842
Silk.....	17,250	.....	50,932	131	139,469	736	208	.....	9,671	23,118	241,465
Wood.....	8,280	.....	30,985	442	55,666	12,759	1,839	.....	12,024	6,132	128,327
Glass.....	21,161	.....	70,950	.....	24,206	1,033	370	.....	2,055	5,106	125,579
Paper.....	5,659	.....	73,415	100	74,289	35,649	4,131	.....	1,562	4,461	199,266
Paper materials.....	1,480	.....	9,124	552	5,399	.....	216	38	450	20	17,279
interwoven with gold.....	1,400	.....	4,051	.....	2,524	60	.....	.....	19	.....	8,054
Mats.....	9,070	.....	20,800	5,639	15,738	7,013	446	.....	11,784	3,566	74,056
Various others.....	110,007	36	173,962	21,205	86,748	10,919	13,124	3,014	370,742	87,353	877,110
Total.....	4,911,355	186,140	3,289,006	741,205	2,027,217	316,971	922,076	493,234	5,506,698	1,816,018	20,209,960

TABLE OF MERCHANDISE EXPORTED IN 1853.

Merchandise exported.	England.	America.	Austria.	Egypt and Crete.	France.	Italy.	Ionian Islands.	Russia.	Turkey.	Various other places.	Sum total.
	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>
Valonea.....	646,196		390,551		394	169,208	43,081		267	8,361	1,258,058
Cotton.....	56		20,314				6,477		571		27,418
Leeches.....	180		3,772		14,310	21,370				500	40,132
Skins.....	104		103,802	10,125	29,406	3,380	8,014		18,677	7,676	181,184
Cereal fruits.....	48,769		203,898			1,490	259,451		11,831	13,089	548,528
Olives.....	72		11,116	120				3,692	4,274	3,101	22,375
Beasts.....	12,572		3,395			480	343,993		70,138	765	432,343
Clay of Thera.....			13,018						7,268		20,286
Fish, and other marine pro- ductions, fresh and dried.....						27	38,471		77	771	39,346
Tobacco.....	216,151		8,208	11,299	3,411	1,243	13,299		2,977	1,171	257,689
Wool.....	38,670		183,865		26,531	99,415	8,100		30,663	15,564	402,808
Honey.....	5,220		8,128	573	45		10,267		40,890	6,667	71,790
Silk.....	196,862		66,169	7,125	1,338,062	4,720	9,830		56,785	94,510	1,774,063
Turpentine and resins.....			40						22,801		22,841
Woods, roots, and seeds for dyeing.....	2,402		65,752			118	25		31,023		99,320
Timber.....	401					330	22,994		2,970	1,238	27,923
Fruits, fresh and dry.....	17		382	90	66	65	11,669	17	142,181	63,302	217,789
Fossils.....	440,400								5,251	80	445,731
Legumes.....			800			20	15,797		1,062	415	18,094
Drinks of various kinds.....			228,079		84	33,878		778,362	232,391	1,242	1,274,036
Kermes.....	43,225		750	9,825	1,160	2,330					57,290
Sponges.....	880		502,898		8,300		480		5,831		518,389
Currants, (Corinthian grapes).....											
Figs.....	80,940		495,076				30,367	96,788	202,468	13,469	919,126
Cheese.....	640		23,336		23		44,179		58,637	7,700	134,515
Drug-, (licorice).....	3,000		12,450								15,450
Manufactures of—											
Cotton.....				500			105		628		1,233
Skins.....			18				390				408
Hemp.....			544								544
Wool.....				477			160		288		925
Metals.....			9,914				1,660				11,574
Silk.....			810				11		70		891
Wood.....							271		40		311
Mats.....							4,859		169	404	5,432
Various others.....	10,202		31,364	1,883	7,957		43,047		43,299	3,286	141,038
Total.....	1,746,959		2,388,449	42,017	1,429,749	338,074	927,927	878,859	993,545	243,311	8,988,800

Table comparing the results of mercantile intercourse with foreign nations in 1851, 1852, and 1853.

KINDS OF MERCHANDISE.	WEIGHTS AND MEASURES.	IMPORTS.					
		Quantities of merchandise.			Values of merchandise in drachmas.		
		1851.	1852.	1853.	1851.	1852.	1853.
Vessels of various kinds.....	Bales.....		94,209	42,329	187,985	154,205	186,864
Aromatics.....	Okes.....		44,233	28,669	169,602	89,882	97,509
Dyes.....	do.....				74,718	125,973	108,438
Skins.....	do.....				961,424	953,667	896,102
Cereal fruits.....	Koela.....	1,030,863	1,353,226	514,575	5,048,088	7,822,295	2,759,394
Olives.....	Okes.....	136,040	645,630	290,243	155,457	705,663	330,373
Beasts.....	Heads.....	1,140,125	27,837	19,096	1,140,125	808,949	846,445
Fish, and other marine productions, fresh and cured	Okes.....	1,849,502	1,510,537	949,606	1,240,339	1,160,879	1,211,891
Tobacco.....	do.....	82,247	66,549	35,993	141,192	121,423	179,754
Coffee.....	do.....	277,497	281,504	246,518	510,716	554,876	519,534
Metals.....	do.....	1,254,411	624,139	514,900	779,642	464,713	360,441
Timber.....	Pieces.....	2,182,787	1,693,515	1,591,894	1,584,081	1,004,336	1,196,534
Fruits, fresh and dry.....					438,684	272,084	215,320
Rice.....	Okes.....	907,876	1,790,532	1,174,706	364,728	520,244	545,039
Fossils, gypsum, &c.....					32,588	59,520	48,363
Legumes of various kinds.....	Okes.....	442,244	535,797	301,170	121,056	114,679	85,369
Jewelry.....					24,995	24,241	31,507
Drinks of various kinds.....	Okes.....	777,984	498,876	379,882	299,342	165,801	214,392
Powder.....	do.....	36,616	29,482	43,905	107,207	87,735	137,563
Sugar.....	do.....	1,096,267	1,074,432	1,251,158	1,403,539	1,378,008	1,601,773
Soap.....	Quintal.....	3,646	4,767	6,539	194,464	209,446	271,154
Raw material, such as cotton, hemp, flax, wool, silk.....					272,983	456,682	77,590
Drugs of various kinds.....	Okes.....		18,411	20,954	114,784	112,170	109,791
Manufactures of—							
Cotton.....					4,886,568	3,472,486	3,895,969
Skins.....					50,145	46,764	93,798
Half silk.....					143,486	24,321	142,640
Hemp.....					378,175	257,995	314,195
Bones.....					20,223	79,877	36,755
Flax.....					70,518	110,887	138,838
Wool.....					1,729,540	1,040,635	1,348,600
Metals.....					730,356	531,810	536,842
Silk.....					416,062	247,880	244,465
Wood.....					124,336	143,454	128,327
Glass.....					154,747	135,466	125,579
Paper.....	Reams.....	67,555	54,318	153,286	268,996	208,768	199,266
Paper material.....					177,099	89,139	17,279
interwoven with gold.....					13,711	10,234	8,054
Mats.....	Pieces.....		102,599	115,384	159,829	71,739	74,056
Various others.....					1,207,393	1,143,215	877,107
Total.....					25,819,702	24,982,205	20,209,960

TABLE—Continued.

KINDS OF MERCHANDISE.	WEIGHTS AND MEASURES.	EXPORTS.					
		Quantities of merchandise.			Values of merchandise in drachmas.		
		1851.	1852.	1853.	1851.	1852.	1853.
Valonia.....	Quintal.....	59,411	77,149	123,418	625,738	821,139	1,258,658
Cotton.....	Bales.....	45	2,017	470	2,570	7,224	27,418
Leeches.....	Okes.....	853	733	649	57,946	42,842	40,132
Skins.....	Pieces.....	102,961	78,926	170,787	121,590	103,537	181,184
Cereal fruits.....	Koela.....	178,931	144,957	199,389	365,963	389,066	548,528
Olives.....	Okes.....	212,903	34,496	19,336	236,582	47,864	22,375
Beasts.....	Heads.....	26,845	22,924	20,770	367,944	410,573	432,343
Clay of Thera, &c.....	Baskets.....		263,391	347,254		14,598	20,286
Fish, and other marine productions, fresh and cured	Okes.....	103,474	149,077		45,647	52,856	39,346
Tobacco.....	do.....	203,510	191,596	401,552	91,727	82,521	257,689
Wool.....	do.....	137,942	217,708	498,631	95,708	162,910	402,808
Honey.....	do.....	172,355	136,344	139,788	83,326	61,263	71,790
Silk.....	do.....	48,282	60,771	56,770	991,947	1,999,970	1,774,063
Turpentine and resins.....	do.....	203,124	5,461	28,697	55,102	13,664	22,841
Wood, roots, and seeds, for dyeing.....					147,958	137,194	99,320
Timber.....	Pieces.....	184,890	74,824	69,985	55,766	48,359	27,933
Fruits, fresh and dry.....					38,728	75,720	217,789
Fossils.....	Quintals.....		40,000	45,331		440,400	445,731
Legumes.....	Okes.....	23,851	15,791	98,687	3,467	3,911	18,094
Drinks of various kinds.....	Barrels.....	93,313	128,196	141,831	714,391	1,022,545	1,274,036
Kermes.....	Okes.....	7,139	3,935	3,336	75,431	54,133	57,290
Sponges.....	do.....	59,053	143,169	95,078	179,595	524,716	518,389
Currants, (Corinthian grapes).....	Pounds.....	57,662,756	16,492,266	16,662,244	8,359,196	2,844,058	
Figs.....	Okes.....	2,598,029	3,123,770	2,690,962	588,024	700,175	919,126
Cheese.....	do.....	264,888	162,224	285,175	127,138	78,054	134,515
Drugs, (licorice).....	do.....			46,005			15,450
Manufactures of—							
Cotton.....					34,339	11,628	1,233
Skins.....	Pieces.....	18	210	276	40	220	408
Hemp.....						750	544
Wool.....					17,784	5,491	925
Metals.....				4,831	3,779	25,596	11,574
Silk.....				545	32,868	117	891
Wood.....	Pieces.....	353	273	615	440	882	311
Mats.....	do.....	26,914	17,471	93,157	4,646	3,117	5,432
Various others.....					269,815	215,119	141,038
Total.....					13,851,202	10,402,212	8,988,890

Tabular statement exhibiting the nationality, number, and tonnage of vessels entering and leaving the port of Athens during the year 1855; together with the values of merchandise imported and exported. (a)

Nationality.	IMPORTED.			EXPORTED.		
	No. of vessels.	Tonnage.	Values of cargoes.	No. of vessels.	Tonnage.	Values of cargoes.
British.....	59	15,977	\$194,933 48	49	12,816	\$399,140 57
French.....	110	58,200	192,694 05	112	58,400	118,717 90
Austrian.....	102	51,520	254,447 03	102	51,520	84,681 37½
Turkish.....	51	2,879	15,572 94	45	2,330	-----
Sardinian.....	12	3,297	17,535 95	19	2,739	93,187 09
Belgian.....	1	154	-----	1	154	-----
Dutch.....	7	1,002	20,932 58	7	1,002	-----
Moldavian.....	5	521	54,968 47	5	521	23,310 61
Greek.....	360	60,444	1,345,470 46	285	43,336	-----
Ionian Islands.....	16	1,837	6,099 87	9	457	39,822 50
Others.....	2	368	-----	2	368	16,495 88
Total.....	725	196,199	2,102,654 83	636	173,643	775,355 92½

(a) Received May, 1856.

IONIAN REPUBLIC.

ZANTE.

AMOS S. YORK, *Consul*.

SEPTEMBER 6, 1854.

I have the honor to enclose the answers to the interrogatories appended to the circular of the 15th of March.

Goods imported into Zante from the United States.

Date.	Goods.	Quantity.	Value.	Duty.
1852.				
September 29	Coffee.....sacks..	400	\$3,112 50	\$604 26
Do.....	Rosin.....barrels..	100	150 19	16 00
Do.....	Furniture.....		588 19	62 54
November 20	Cigars, (b).....	2,500	50 50	2 04
1853.				
July 9	Furniture, (c).....		1,597 94	82 00

(b) Samples forwarded through Malta.

(c) Direct for Smyrna, and from thence forwarded to Zante by an Ottoman brig.

Goods exported from Zante to the United States.

Date.	Goods.	Quantity.	Value.	Duty.
1851.				
September 13	Currants	pounds 332, 119	\$9, 815 12	\$1, 489 60
Do	do	do 538, 293	12, 381 00	2, 414 00
1852.				
September 29	do	do 101, 340	9, 216 32	1, 383 30
Do	do	do 370, 406	6, 860 00	1, 337 70
December 16	Oil and wine, (a)		75 30	4 60

(a) Samples forwarded through Trieste per barque Nevada.

No commercial regulations other than those already transmitted can be had.

ANSWERS.

FIRST SERIES.

1st. No treaty of commerce between the United States and the Ionian Islands.

2d. The commercial intercourse of the United States within my consular district is dependent solely on the regulations of the mother country. The present existing regulations are temporary. The contingencies on which rests the liability to change are the increase or decrease of commerce and finance. The authority by which such changes are made is the House of Representatives, with the approbation of the Senate and Lord High Commissioner of the protecting sovereign; and in default of this, the Senate, with the approbation of the Lord High Commissioner.

3d. To nations under treaty with these States, privileges are permitted which are denied to those which are not.

Restrictions are equally imposed on the commerce of all those nations which have not the benefit of a treaty, and *vice versa*, vessels of nations under treaty with these States are placed on an equal footing with the Ionian vessels. The restrictions are, a higher charge for tonnage, light money, port charges, &c.

4th. The amount and character of the port charges and other duties levied on vessels of the United States, and the amount and character of the same charges on national vessels, are as follows:

Vessels.	Clearances, viz : bills of health, muster-roll, an- chorage, &c.	Renewal of bill of health.	Light-houses.	Vessels.	Clearances, viz : bills of health, muster-roll, an- chorage, &c.	Renewal of bill of health.	Light-houses.
<i>National vessels.</i>				<i>Foreign vessels.</i>			
Under 10 tons.....	\$0 36	\$0 08	\$0 02	Under 25 tons.....	\$1 44	\$0 36	\$0 06
From 11 to 25 tons	72	16	6	From 26 to 50 tons	2 40	60	36
From 26 to 50 tons	2 4	48	24	From 51 to 100 tons	4 56	1 20	54
From 51 to 100 tons.....	3 36	96	36	From 101 to 150 tons	6 24	1 44	72
From 101 to 150 tons.....	4 32	1 20	48	From 151 to 200 tons	7 46	1 60	90
From 151 to 200 tons.....	5 28	1 44	60	From 201 to 250 tons.....	8 40	1 68	1 8
From 201 to 250 tons.....	6 18	1 56	72	From 251 to 300 tons.....	9 40	1 80	1 44
From 251 to 300 tons.....	7 14	1 92	96	From 301 and upwards....	10 56	2 16	1 80
From 301 and upwards.....	8 16	2 4	1 20				

5th. Transshipment of goods which have already paid duty of importation to one of the ports of the Ionian States is allowed free from every extra charge, when this is practised with Ionian vessels; if otherwise, three-fourths of the duty already paid is to be again exacted for all tariffed articles, and 5 per cent. for all articles subject to an ad valorem duty. For transshipment to foreign ports, practised either by foreign or Ionian vessels, nothing is paid.

6th. Weights, money, and measures are the same in all the islands. Those are equal to English. Business is sometimes transacted in Imperial and Spanish dollars. The first are calculated at 50 pence, and the second at 52 per \$1. But the moneys established by the supreme law are £ s. d. Sometimes goods of weight are sold by okes, which are afterwards reduced to English pounds. One oke = 400 drams; one pound = 142½ drams.

Wine and oil are sold by barrels: 15 barrels and $\frac{3}{4}$ = one tun of 152 gallons.

Wheat, Indian corn, barley, pulse, &c., are measured by chili; 851 chili = 100 cwt.

SECOND SERIES.

2d. The rates of commission are from 2 to 3 per cent.

3d. The modes of sale are by contract.

4th. Rates of exchange vary from 50½ to 52½ pence per Spanish dollar.

During the months of August, September, October, and November, when currants are exported for England, Holland, and Germany, exchange is always higher.

7th. Laborers receive from one to five shillings per day, according to circumstances and the kind of work. Personal service in business of commerce and trade has no fixed rate of wages.

The principle upon which duties are levied upon goods imported in the Ionian Islands, is the flag under which these are transported. If by vessels of nations under treaty with these States, duty is from 10 to 14 per cent. less, according to articles, than on those forwarded by vessels of nations which are not under treaty. In this last condition, the American flag stands; and this is the principal impediment to a more regular intercourse of business between the Ionian Islands and the United States. To stop this, there is but one way, namely, to put the American flag on an equal footing with the Ionian. To insure this, Ionian vessels must enjoy the same privileges in the United States that American vessels enjoy in the Ionian Islands. The negotiation must take place in London, through the American ambassador and the English government; because, according to the Ionian constitution, all diplomatic questions and agreements between these and foreign States, must be attended to by the government of the protecting sovereign. This done, every other difficulty in introducing and encouraging American trade in this market can be easily obviated. In order to give you an opportunity to judge if this subject is worth your consideration, I herewith add a catalogue of imports of a few articles of first necessity, and their aggregate annual consumption.

These articles always find a ready market here. The islands provide also the eastern coasts of the kingdom of Greece and Albania, with these articles by transit. All these articles, corn, &c., excepted, are imported here from second-hand markets. As regards freight, one example will suffice to prove whether it is worthy the attention of American navigation or not. A vessel of 200 tons chartered for the Black sea, going in ballast, gets about \$3,300, five per cent. primage, and a gratuity of about \$40 and even \$100, according to circumstances. Money can be returned to the United States for goods sold here by bills drawn through London at three months date. In order to obtain money on goods shipped for the United States, a credit must be opened in London to value with bills of lading. Legal interest on money, 10 per cent. per annum.

Catalogue of imports.

Articles.	Weight or measure.	Quantity.	Value.	Articles.	Weight or measure.	Quantity.	Value.
Wheat	Chilo ..	929,365	\$913,849 08	Salt meat	Pounds ..	44,578	\$5,931 64
Indian corn	do ..	162,957	98,699 12	Cod and stockfish	do ..	1,621,757	65,749 36
Barley	do ..	169,159	81,426 74	Tobacco	do ..	327,722	33,180 24
Pulse	do ..	29,706	37,777 02	Sugar	do ..	2,240,482	176,242 70
Potatoes	Pounds ..	1,447,303	19,380 68	Coffee	do ..	613,252	67,491 84
Rice	do ..	962,552	46,673 18	Hemp and flax	do ..	94,936	10,243 06
Flour	do ..	252,570	10,852 06	Iron	do ..	442,049	17,258 56
Biscuit	do ..	53,247	2,234 42	Timber			59,327 80
Cheese	do ..	616,471	39,327 96	Drugs			62,541 22
Butter	do ..	85,148	17,490 88				

Statement of the commerce and productions of the Ionian islands.(a)

AGRICULTURE.

Although we possess no regular organized office for the dissemination of agricultural information, still, as the subject is one worth note, I will try to state what I have been able to collect from friendly information and particular study and observation.

Land property here generally gives from 4 to 5 per cent. There are several lands at Zante that even surpass by far this figure, but this is an exception to the general rule. Although the islands are rather backward in farming implements and machinery for aiding and abridging the work of the hands in cultivating the earth and preparing its produce for consumption and for exportation, still the natives are so active and clever that they till all their lands with their rude implements with surprising skill, and in due time are able to resort twice a year to the continent of Greece and help the Greeks to harvest their wheat and maize. For this labor they are not paid with money, but with so much per cent. of the article they reap. The necessity of improvement in farming implements begins now to be felt, and the prevailing prejudice against what was new, which prohibited the introduction of new implements, now begins to cease.

Domestic animals.—A few flocks of sheep and goats only are kept at the islands. The former are reared for making cheese for home consumption, and the latter for the use of their milk. The tracts of unimproved lands adapted to pasturage are so rare and scarce that they do not allow the inhabitants to dedicate themselves to this interesting branch of rural economy. A municipal law, also, fixes the number of sheep and goats that are to be reared in every district, lest their increased number should damage the improved lands for want of pasturage. The deficiency of dairy produce is generally supplied from Greece, but supplies also frequently arrive from Holland and England, which always find a ready market here. All other kind of provisions are imported from Greece for Zante, Cephalonia, Sta. Maura, and the other small islands. Corfu supplies her necessities from Albania.

Wheat.—The island produces only for the consumption of three or four months. The deficiency is supplied partly from Greece by the laborers, as aforesaid, but principally from the

(a) Communicated to the Department of State at different periods during 1856.

Black and Azoff seas. Since the war between Russia and the allied powers took place, Egypt supplies the island with cereals.

Maize.—Its production at the islands is so trifling that it is not worth mentioning. This grain furnishes the largest amount of nutritive food to the Corfu and Cephalonia peasantry, where a great quantity was imported, before the war took place, from Russia.

Alexandria and Roumelia now supply these islands with their grain. The Zante peasantry have always been accustomed, from immemorial time, to use wheat, and Indian corn has only now lately been substituted, since the prices of the first have been raised above their reach.

Oats.—The growth of oats is but of little moment. The deficiency for the nourishment of domestic animals is imported from Greece and Roumelia. In the manufacturing of spirituous liquors oats has not yet been introduced.

Tobacco.—Although this plant has become important in commerce on account of its extensive use, it is but scantily cultivated here, for want of soils adapted to its growth. Corfu, Cephalonia, and Sta. Maura are the only islands that raise this plant to a certain extent, but still cargoes are daily imported from Roumelia, from \$16 to \$24, according to quality, to supply the deficiency of the article.

Wine.—The wine culture is extremely diffused in all the islands. In old times, when these states were under the protection of the Venetian republic, wine afforded a subject of much speculation. It is now very much limited, and the most part of this produce is consumed in the islands, the one providing the other in case of need. Zante yields a fine quality of wine, called Foijsa, the most part of which is exported. The annual production of Zante is 60,000 barrels. The prices vary, according to quality, from \$4 to \$20 per barrel. The importation of foreign wine is not prohibited; but the duty on common wine is so high that it almost becomes a prohibition, and vice versa, choice wines, imported from France and other parts of the world, are subject to a trifling duty.

Flax.—This article has never been produced here in sufficient abundance to form an article of commerce for exportation, but flax seed is annually shipped at Cephalonia and Sta. Maura, per Trieste. Before the war took place, its average price was from 50 to 60 cents per kilo, but it is now difficult to find it for less than \$2.

Silk cocoons.—In times of old the culture and manufacture of silk was extensively diffused at Zante, and gave bread to hundreds and hundreds of people, who were employed as day laborers at the different silk factories. Since the year 1815, when the islands were placed under the immediate and exclusive protection of Great Britain, the home manufactured silks began gradually to decline and fall into disuse, and at length they were totally abandoned, and English silks substituted. It is only now that the manufacture of silks begins again to thrive; but silk culture is still neglected, and a very small quantity is raised. A few years ago the local government made several attempts to animate again this culture, but they proved abortive.

Honey.—All the islands produce this article. Shipments are frequently made for England. Its price varies according to quality and demand, but the average price is from 6 to 8 cents per pound. The production of the year 1855 was 50,000 lbs.

Currants.—These are raised only at Zante and Cephalonia. The former produces from 10 to 12 million of lbs., and the latter from 12 to 16 million of lbs. Its price varies from \$30 to \$100 per 1,000 lbs. The crop of 1855 has been sold at the enormous price of \$120 to \$125, on account of the scarcity of the article and great demand. It is shipped for England, Austria, and Holland, from whence the market of America provides itself.

I cannot really understand why American traders still persist in the old custom of providing themselves with the article from second-hand markets, whilst they could, at lower prices, have better fruit, free from the extraordinary expenses and commissions of the English market, if they acquired it directly from the place of production.

Olive oil.—All the islands produce this fluid, and export for Russia, England, and Trieste. Its price varies according to demand. The average price is from \$8 to \$10 per barrel. This is an extensive article of commerce, and one of the principal productions of the islands. It not only affords wealth to the natives of every class, and encourages commerce, but provides, also, the immense soap factories of the place with the principal material out of which soap is made for consumption and exportation.

MANUFACTORIES.

The islands are not certainly to be compared with the other parts of Europe in this respect, but still they manufacture several articles which are extensively known in commerce and daily exported for several parts of the world. Two are the principal articles, as again stated, soap and spirits of wine.

Soap is shipped for Malta, Austria, Italy, Greece, and the Levant. Prices fluctuate from 9½ to 10½ cents per pound, free of duty, for cash. It is made of oil and potash, which is brought from Sicily and England. The English militia find it most economical and preferable to English soap.

Spirits of wine is daily shipped for Trieste, (Austria.) Its last price was \$15 per barrel of 16 gallons.

Licorice.—This is extracted from the root bearing the same name, which grows wild in all the islands, but particularly at Zante. When the roots of the place are not sufficient to supply the factories, the deficiency is provided from the continent of Greece. The article is sent to Germany and England. Its actual price is \$5 per cwt.

Liquors.—Zante and Cephalonia have several distilleries. Those of Cephalonia are preferable. Small parcels are frequently shipped for several parts of the world. These are considered secondary only, if not equal, to those of Zara.

Silks.—The manufactories of this luxury are daily thriving, and it is hoped that by degrees it will become an interesting article of export. Now-a-days it is rather limited.

Earthenware.—Entire cargoes are frequently shipped for Greece, Constantinople, and other parts of Turkey. Since the war between Turkey and Russia took place, the orders for tiles and bricks have been numerous. There are also wrought in all the principal islands, to a limited scale, for home consumption, candles, hides, and cotton cloths.

EXPORTS.

Currants.—All remedies, other than sulphur, adopted by proprietors to stop the blight have proved abortive. Sulphur only gave a happy result. Although this is a remedy upon which proprietors can now rely, still they have many difficulties to overcome before they see their hopes realized. The first of these is the fixing the epoch or time when the plants and fruit thereof are to be sulphured. This varies according to the quality of soil, the temperature of the atmosphere, and the difference of climate of the various localities that produce currants.

Besides these primitive difficulties, I perceive another, which I consider by far greater. The most part of the proprietors are so badly off, on account of the failure of the crop for four con-

secutive years, that it is absolutely out of their power to provide sulphur and encounter the expenses required for such an operation. Still, in spite of all these difficulties, it is generally hoped that the crop of this year will be comparatively abundant. The crop of the year 1855 I calculate thus :

	Pounds.	Pounds.
Zante shipped for England.....	701,931	
Do Trieste.....	85,367	
Distilled	1,002,702	1,790,000
Cephalonia shipped for England.....	4,868,400	
Do Trieste.....	435,486	
Distilled	576,113	
Remaining in stores	120,000	5,999,999
Ithaca shipped for Trieste.....	46,000	
Distilled	4,000	
		50,000
Santa Maura, about.....		10,000
Total.....		<u>7,849,999</u>

Although the produce has been very limited, still the price, which is unprecedented in the annals of this produce, has, to a certain degree, recompensed the loss. The first quality has been sold at from \$120 to \$125 per 1,000, and a large quantity of fruit, which, for its inferior quality, ought to be distilled, has been, on account of the scarcity of the article and demand, sold for exportation at the price of \$90 and \$100. According to my calculations, the islands have realized from this scanty crop £145,000.

Olive oil.—Although the olives have been damaged in several localities, first by the drought, and afterwards by too much rain, still the crop proved satisfactory.

	Barrels.	Barrels.
Zante has already exported.....	4,311	
In stores.....	62,189	
Local consumption and soap factories.....	3,500	70,000
Corfu exported.....	8,900	
In stores.....	188,100	
Local consumption, &c.	3,000	200,000
Santa Maura, Ithaca, Cephalonia, and Paxo.....		60,000
Total produce of the year 1855.....		<u>330,000</u>

Many sales of this fluid have been made for England and Austria, the shipping of which is to take place in the months of March and April. The price is still \$9 50 per barrel, with an advance from \$3 to \$5 per barrel, and the balance to be paid at delivery. The prices are always higher at the beginning of the season, because the Ionian islands being the only places where the shipping of oil begins in the months of November and December, the concurrency of speculation sustains the prices in the months of March and April. When other places also begin to export oil, the concurrency by degrees decreases, and prices consequently lower. When the

article is to be shipped for the north, the necessary casks are purchased at Gallipoli (Naples) and sent to the islands by the same vessel that is to load.

It is quite out of my power for the moment to state the quantity of soap, spirits of wine, and other secondary articles of export shipped during the year 1855, for want of information ; consequently, I am compelled to delay until I shall be able to get the necessary information, which is not an easy matter in this part of the world.

IMPORTS.

Wheat.—The quantity imported yearly from Roumelia, Albania, Greece, Egypt, and formerly from Russia, for consumption, is about 800,000 kilos, and that actually existing in the islands at the stores of transit is about 600,000 kilos. The prices since the report of peace are not only low, with no prospect (at least for the present) of augmentation, but they get lower and lower every day, on account of the arrivals, which have been heavy.

The actual prices are : Alexandria, from \$1, \$1 10—104 to \$1 15—104, according to qualities. Ismail, from \$0 90—104 to \$1 58—104.

Sugar.—The failure of the crops of four running years of currants, wine, and oil, have influenced also the consumption of sugar ; but, on the other hand, the commerce of transit has far more than supplied the default of consumption. This branch of commerce is daily developing itself to advantage. Nine hundred tons of sugar have been imported from Holland during the year 1855. The prices fluctuate from 10—104 to 12—104 cents per lb.

Coffee.—Direct arrivals from Rio have been rather heavy. The quantity imported during the year 1855 is about 1,200,000 lbs.; the actual prices of the article fluctuates from 8.101 to 9.104 cents per lb. These are two articles which I would highly recommend to American traders. These always leave a margin for speculation.

Salted and smoked fish.—1st. Salt fish imported from Greece for consumption.

2d. Sardelles, imported from the Gulf of Lepanto and from the kingdom of Naples. Yarmouth smoked herrings, which are looked for both by the garrison and by the inhabitants.

3d. Cod and stock fish : of the first, 900,000 lbs. have been imported during the year 1855, in English vessels, from Newfoundland and Labrador, which have been sold at \$40 per 1,000 lbs., [?] payable at two months, or with a discount of 6 or 8 per cent. for cash. Of the second, none has been imported during the last year. The place is in need of the article, and, perhaps, \$50 per 1,000 lbs. could be had.

Cheese and butter.—Common cheese of Greece and Turkey is generally used here for local consumption. Dutch and English cheese are considered here as a luxury, and consumed only by the higher classes.

Timber.—This is an article also which I would highly recommend American traders to take into consideration. The prices of the article are always high. It is imported from Venice, and sometimes from Trieste. The first is preferable. I cannot, at the present moment, state the amount imported, on account of the difficulty I meet in obtaining the required information ; but what I positively know is, that we have frequent arrivals, and that the article is always sold at high prices. I shall be always ready to give particulars if required.

NAVIGATION.

The Ionian Islands possess about 1,000 vessels, which belong almost exclusively to the Islands of Cephalonia and Ithaca ; these are always engaged in the commerce of cereals. These

very seldom pass the Straits of Gibraltar. After the war broke out between the allied powers and Russia, the Ionian vessels were not allowed to sail, on account of their flag, in the Black sea; this, consequently, obliged the most part of the proprietors to register in Greece. The Ionian vessels are built in Greece or Malta, because the Ionian Islands, although for forty years under the English protection, have never been honored with docks.

GENERAL OBSERVATIONS.

The failure of the crops, the scarcity and the high prices of provisions, the ravages of cholera, and the total want of employment of a starving population, have been so much felt during the year 1855, that a great number of the laboring classes have emigrated, in search of a better fate. It is not, therefore, extraordinary if all the articles of imports, and especially manufactures, have strongly felt the effects. It is now hoped that the time of trouble is nearly at an end. The hopes of peace and the cure of the currant blight will certainly make commerce return again to its primitive flourishing state. To American traders I would suggest that assorted cargoes of timber, dry goods, rice, butter, cheese, coffee, sugar, hides, flour, and every other article of provisions, would give a good result, exchanged for the produce of these islands.

Exports of the produce and manufactures of the Ionian Islands during the year 1855.

Description of merchandise.	Quantity.	Value.
		£. s. d.
Olive oil barrels..	63, 219	132, 194 18 04
Currants pounds..	6, 810, 845	132, 306 19 11
Wine barrels..	20, 438	14, 901 03 05
Liquors barrels..	2, 908	4, 683 12 02
Valonia pounds..	205, 339	526 07 03
Salt kilos..	112, 996	1, 177 00 11
All other articles		7, 346 00 10
<i>Manufactures.</i>		
Cotton		233 08 00
Silk		138 19 00
Goats' hair and wool		362 13 07
Earth and clay		1, 070 02 05
Clothing		27 06 05
Leather, and manufactures of		1, 897 07 02
Cordage pounds..	139	5 15 10
Iron, brass, &c pounds..	997	31 19 01
Barrels and casks for currants..... number..	17, 463	2, 295 03 09
Barrels and casks for oil number..	2, 919	1, 352 17 01
Soap..... pounds..	1, 284, 837	15, 269 16 05
Sundry		5, 578 09 01
Foreign manufactures.....		3, 482 19 08
		324, 883 00 04
Transit.....		338, 014 18 00
Total		662, 897 18 04

Amount and value of goods, wares, and merchandise imported into the Ionian Islands during the year 1855.

Description of merchandise.	Quantity.	Value.
Sugar.....lbs.....	2,007,415	£34,337 14 10
Coffee.....	689,930	17,368 6 8
Spices.....		12,110 11 1
Cotton.....		45,075 00 7
Linen hemp.....		4,623 17 7
Wool.....		13,775 15 7
Silks.....		4,712 14 4
Crystals and glasses.....		1,811 00 1
Earthenware and porcelain.....		1,977 15 2
Furniture.....		1,386 1 2
Cutlery, &c.....		3,763 4 9
Nails.....		2,105 11 2
Cordage.....lbs.....	132,456	2,366 19 1
All other articles.....		41,136 6 11
Silk, raw.....lbs.....	196	102 19 11
Cotton....."	23,037	601 7 9
Wool....."	9,338	126 12 7
Flax and hemp....."	46,636	961 12 8
Staves.....number.....	245,364	889 12 4
Hoops....."	526,463	1,706 6 6
Iron.....lbs.....	268,568	2,089 11 4
Timber.....		12,776 9 7
Fuel.....	17,574	1,299 1 6
Wheat.....kilos.....	641,502	257,738 5 4
Indian corn....."	369,635	88,075 14 9
Barley and oats....."	108,571	19,246 4 10
Peas, kidney beans, &c....."	16,383	3,969 17 00
Potatoes.....lbs.....	587,253	2,095 9 7
Rice....."	180,749	11,635 1 6
Pastes, (macaroni of all kinds)....."	332,946	3,594 4 3
Meal....."	381,181	3,317 4 7
Biscuit....."	468,857	3,898 17 00
Cheese....."	500,415	6,767 11 2
Butter....."	59,747	2,719 18 8
Salt meat....."	20,289	591 12 11
Cod and stock fish....."	782,575	6,541 16 8
Kabian and abotarak....."	7,229	476 10 10
Salt and fresh fish....."	995,734	11,585 00 7
Onions.....M.....	7,700	2,182 8 3
Fruit.....		3,119 15 5
Fowls.....number.....	6,603	327 13 4
Wine, (foreign).....barrel.....	907	6,641 15 10
Spirits of wine, (foreign)....."	1,615	5,255 8 6
Oxen.....number.....	11,186	33,808 1 4
Horses, mules, asses....."	891	5,037 16 4
Sheep, lambs, swine....."	41,182	16,685 5 00
Tobacco.....lbs.....	258,192	5,931 16 8
All other articles.....		10,754 12 8
Transit.....		719,102 16 2
Transit.....		310,915 3 11
Total.....		1,030,018 00 1

Tonnage of vessels entering and clearing during the year 1855.

Flags.	Entering.	Clearing.
	<i>Tons.</i>	<i>Tons.</i>
Ionian	97,009	102,161
English	43,502	34,626
Austrian	139,451	146,222
French	3,567	3,136
Neapolitan	9,346	9,584
Pontifical States	2,884	2,879
Sardinian	1,158	1,577
Greek	47,604	47,771
Turkish	9,057	9,173
Others	8,774	8,639
Total tons	362,352	365,768

BARBARY STATES.

BARBARY STATES.

TANGIER.

GEORGE V. BROWN, *Consul*.

JULY 13, 1854.

I have the honor to enclose replies to the questions propounded in your circular of the 15th March, and to add, that in the entire absence from the Moorish authorities of printed documents or even regularly filed papers, I have found it no easy matter to obtain the information I now forward you.

I am happy to state, however, that the information I communicate to the department is of the most reliable nature, and trust that, in some measure it may facilitate a direct trade between the United States and Morocco.

ANSWERS.

FIRST SERIES.

1st. The terms of the treaty of commerce between the United States and the government of Morocco are faithfully adhered to.

2d. The commercial intercourse of the United States within this consular district is dependent solely on the regulations of the mother country. The present existing regulations are temporary, liable to be changed at the caprice of the sultan, who, in the entire administration of his government, acts in the most arbitrary and despotic manner.

3d. With the exception of certain privileges granted to Great Britain and Spain, (a) no privileges permitted to the commerce of foreign nations are denied to the United States. By treaty Great Britain obtained the privilege of exporting annually for the support of the garrison of Gibraltar, on payment of a duty of \$5 per ox, (though the fixed duty is \$10,) 2,000 oxen. Spain, when formidable to this country, obtained by treaty the following privileges, viz: the exportation of oxen, on paying a duty of \$3 per ox, instead of \$10; fowls, at 15 cents per dozen, instead of \$1; pulse, at 30 cents per 1½ bushel, instead of 90 cents, and a proportionate reduction on all other eatables. These privileges, however, are at present disregarded. No restrictions are imposed on the commerce of other nations nor on that of the United States.

4th. The port charges and dues levied on vessels of the United States are simply the anchorage dues, which are exacted according to the tonnage of the vessel, and to the friendly or

(a) By the 14th article of the treaty between the United States and Morocco, (September 16, 1836,) it is provided that "the commerce of the United States shall be on the same footing as is the commerce with Spain, or as that with the most favored nation, for the time being."

unfriendly terms which may subsist between the local authorities and the consul of the nation whose flag the vessel may bear. These dues vary from \$2 to \$25, besides a present of from \$2 to \$4, which is to be made to the captain of the port, who, in return, facilitates the embarkation, duty free, of abundant provisions for the use of the ship's company. Pilotage varies from \$4 to \$8, according to the state of the weather. For entering the rivers of Tetuan, Larache, and Rabat, the usual pilotage fee is, according to circumstances, from \$6 to \$8. The same amount is uniformly levied for piloting national vessels.

5th. The transshipment of goods from one port to another, in the same country, in vessels of the United States, is permitted on payment of the port charges stated in reply 4. If to a foreign port, an extra duty of five per cent. is levied on the goods, over and above the ten per cent. already exacted on imported goods. There are no privileges or restrictions on the above operations.

6th. The moneys in common use in the ports of this consular district are the same as those established by the supreme law of the mother country, viz: ducats, ounces, blankys, and quarts.

The weights and measures vary to such a degree, that foreigners are sometimes sensibly injured in their commercial operations.

Tables of the above are annexed, reducing, as accurately as possible, the moneys, weights, and measures of this country, to the federal moneys, weights, and measures, as established by the laws of the United States.—(A and C.)

In conformity with instructions, I give, in a tabular form—

SECOND SERIES.

1st. The wholesale and retail prices at ports within this consular district.—See Table B.

2d. See Table D.

3d. See Table E.

4th. See Table F.

5th. The duties on exports to and imports from the United States.—See Table G.

6th. See Table H.

7th. See Table I.

I annex files, for said year, of price current sheets at the most important markets in this consular district.—See Table K.

I also annex a statement of the aggregate value of the United States produce imported into Morocco during the years 1851, 1852, and 1853.—L.

I am led to think that the restrictions which obstruct a direct trade with the United States are the high duties levied in the United States on produce in general of this country. If such duties were reduced to a trifling amount, as they are in Great Britain, a powerful and salutary influence would be the result. Take, for example, the coarse wool of this country, which enters so largely into our manufactures. Remove entirely, when imported from Morocco in American bottoms, the duty from this one article, and that direct trade which twenty-four years ago existed will again spring up. The great market for the wool of Morocco is even now the United States—but our shipowners derive no benefit from the demand. It finds its way to the United States through Marseilles and Gibraltar, and French and English vessels make a monopoly of the carrying trade. If, with the extra expenses of transshipment, the additional transportation, the extra commissions, insurance, &c., our manufacturers now find it to their interest to pur-

chase largely of the wool of this country, how much greater will be the demand and consequently the employment of American vessels, if a direct trade between the United States and Morocco is brought about? It is true the export duties of this country are liable to sudden fluctuations; but contracts for certain periods can be made with the sultan, which exempt the contracting parties from being affected by those fluctuations.

A.

Table of moneys of Morocco, with their equivalent in federal moneys of the United States.

6 quarts, 1 blanky; 4 blankys, 1 ounce; 10 ounces, 1 ducat.

2½ quarts of Morocco equal to one cent federal money; 1 blanky equal to 1¼ cent; 1 ounce equal to 5 cents; 1 ducat equal to 50 cents.

B.

Prices, wholesale and retail, of commodities exported directly or indirectly to the United States, during the year commencing July 1, 1853.

DESCRIPTION OF ARTICLES.	PRICES ON BOARD.			
	WHOLESALE.		RETAIL.	
	From—	To—	From—	To—
Almonds.....per cwt.....	\$12 00	\$14 00	\$13 00	\$15 00
Dates, first quality.....do.....	11 00	12 00	12 00	13 00
Dates, second quality.....do.....	8 00	10 00	9 00	11 00
Gum arabic, first quality.....do.....	7 00	7 50	8 00	8 50
Gum arabic, second quality.....do.....	6 00	6 50	6 50	7 50
Gum sandrak, first quality.....do.....	11 00	12 00	12 00	13 50
Gum sandrak, second quality.....do.....	10 00	11 00	11 00	12 00
Gum senegal, first quality.....do.....	13 00	14 00	14 00	15 50
Gum senegal, second quality.....do.....	11 00	12 00	12 00	13 00
Hides, salted, first quality.....do.....	12 00	13 00	13 00	14 50
Hides, salted, second quality.....do.....	11 00	12 00	12 00	13 50
Goat skins, first quality.....per doz.....	2 50	3 00	2 75	3 20
Goat skins, second quality.....do.....	1 50	2 25	1 75	2 50
Sheep skins, first quality.....do.....	7 00	8 00	7 75	8 50
Sheep skins, second quality.....do.....	6 00	7 00	6 50	7 50
Wool, washed, first quality.....per cwt.....	19 00	20 00	20 00	21 00
Wool, washed, second quality.....do.....	16 00	18 00	17 00	19 50
Wool, washed, third quality.....do.....	14 00	15 00	15 00	16 00
Wool, unwashed, first quality.....do.....	11 00	12 00	12 00	13 00
Wool, unwashed, second quality.....do.....	10 00	11 00	11 00	12 00
Wool, unwashed, third quality.....do.....	9 50	10 50	10 00	11 50
Wax, first quality.....do.....	31 00	32 00	33 00	34 00
Wax, second quality.....do.....	29 00	30 00	31 00	32 50
Wax, third quality.....do.....	28 00	29 00	29 00	30 00

No commodities exported from this country are exempt from duty.

C.

Table of weights and measures in all the ports of Morocco, respectively, and their equivalents in federal weights and measures of the United States.

Ports.	Light weight of Morocco.	Federal weight.	Heavy weight of Morocco.	Federal weight.	Long measure of Morocco.	Federal long measure.	Dry measure of Morocco.	Federal dry measure.	Liquid measure of Morocco.	Federal liquid measure.
Tangier	1 quintal of 100 lbs.	112 lbs.	1 quintal of 100 lbs.	168 lbs.	1 cubit.	22 inches.	1 almood ..	$\frac{2}{3}$ of 1 bushel ...	1 colla...	6 $\frac{1}{2}$ gallons..
Tetuan.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
Larache.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	14-15 of 1 bushel	do.....	5 $\frac{1}{2}$ gallons..
Rabat.....	do.....	do.....	do.....	178 $\frac{1}{2}$ lbs	do.....	do.....	1 carroba...	5 1-5 bushels...	1 quintal.	50 gallons..
Casablanca.....	do.....	do.....	do.....	do.....	do.....	do.....	1 keela...	2 $\frac{1}{2}$ bushels.....	1 colla...	4 $\frac{1}{2}$ gallons..
Mazagan.....	do.....	do.....	do.....	do.....	do.....	do.....	1 sah.....	5 bushels.....	do.....	do.....
Saffi.....	do.....	do.....	do.....	do.....	do.....	do.....	1 carroba..	14-15 of 1 bushel	do.....	do.....
Mogador.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	3 $\frac{1}{2}$ bushels.....	1 quintal.	28 $\frac{1}{2}$ gallons.

D.

Statement of the rates of insurance, freight, and commission, charged upon commodities, when exported to the United States.

Insurance is effected at Gibraltar for account of Christians and Jews, (the Moors being prohibited by the Koran,) at from 2 $\frac{1}{2}$ to 3 per cent.

Freight, \$9 and \$10 per ton, and 10 per cent. primage.

Commission, 2 $\frac{1}{2}$ per cent.

E.

Statement of the terms of sale, and modes of payment in Morocco.

Foreign manufactured goods, 3 to 9 months' credit.

Other foreign goods, 3 to 6 months' credit.

Commodities of this country, ready money.

No discount is allowed, either on sales or purchases.

F.

Statement of the average rates of exchange during each month in the year, commencing July 1, 1853, and the true par of exchange (the whole as approximate as practicable) between the United States and the ports of Morocco.

(Rate of Morocco money (in ounces) for \$1 federal currency.)

July, 19 $\frac{1}{2}$; August, 19 $\frac{1}{4}$; September, 19 $\frac{1}{4}$; October, 19 $\frac{1}{4}$; November, 19 $\frac{1}{4}$; December, 19 $\frac{1}{2}$; January, 19 $\frac{1}{4}$; February, 19 $\frac{1}{4}$; March, 19 $\frac{1}{4}$; April, 19; May, 19; June, 19.

The par of exchange is two ducats or 20 ounces of Morocco for \$1 federal currency.

G.

Tariff exhibiting the present duty levied throughout the ports of Morocco, reduced to federal money, weight, and measure.

EXPORTS.			
Almonds, sweet and bitter, per cwt.....	\$1 50	Privet, per cwt.....	\$1 00
Acorns, per bale.....	75	Sarguina weed, per cwt.....	90
Bark for tanning, per cwt.....	25	Sashes, woolen, each.....	90
Bullocks, each.....	10 00	Skins, goat, per dozen.....	1 80
Caraway seed, per cwt.....	90	Skins, sheep, per dozen.....	1 80
Canary seed, per cwt.....	90	Sesame, per cwt.....	70
Cumin, per cwt.....	70	Sheep, each.....	1 00
Dates, per cwt.....	2 00	Slippers, per 100 pairs.....	4 75
Eggs, per thousand.....	3 00	Slippers for Egypt, per 100 pairs.....	4 25
Fennel, per cwt.....	70	Wax, per cwt.....	6 50
Flour, per cwt.....	2 00	Walnuts, per seron.....	1 90
Fowls, per dozen.....	1 00	Wild marjoram, per cwt.....	75
Gazul, per cwt.....	90	Wool, washed, per cwt.....	5 00
Gum arabic, per cwt.....	1 20	Wool, unwashed, per cwt.....	3 35
Gum sandrak, per cwt.....	1 80	IMPORTS.	
Gum senegal, per cwt.....	1 80	Cochineal, per pound.....	1 00
Hides, per cwt.....	1 80	Coffee, per cwt.....	3 00
Leather, tanned, per cwt.....	6 35	Cotton, per cwt.....	3 00
Linseed, per cwt.....	75	Iron, per cwt.....	2 00
Olives, per cwt.....	1 00	Silk, raw, per pound.....	50
Oranges, per thousand.....	50	Sugar, loaf, per cwt.....	3 00
Oil, per cwt.....	2 00	Sugar, brown, per cwt.....	2 00
		Tea, per pound.....	20

REMARKS.

All sorts of corn, pulse, vegetables, or fruit, are admitted free of duty.

Brimstone, gunpowder, and lead are monopolized by the sultan.

Horses, mules, and asses cannot be exported without a special license from the sultan.

The importation of tobacco is prohibited, except to the monopolist. To him it is admitted free; but for the monopoly he pays the sultan \$100,000 per year, more or less, according to the bidders. The sales amount to about \$180,000 per annum. The tobacco consumed in this country is principally from Kentucky and Virginia.

On all other articles a duty of 10 per cent. is levied ad valorem.

H.

Statement of the internal taxes levied in Morocco upon its produce in a wholly complete state.

Cultivated land—2 per cent. on the amount of the yield is levied and collected before the crop is harvested.

The sum paid to the sultan for the monopoly of leeches amounts to \$55,000 per annum, and for the monopoly of cork bark to \$45,000 per annum.

These monopolies are sold to merchants of the country, and the price the sultan receives for the former and for the latter may be considered in the light of a tax. The sale of leeches amount to \$120,000, and of the cork bark to \$110,000.

I.

Statement of the rates of wages in Morocco, in the various branches and occupations of labor, and of personal service in the business of commerce and trade.

Farming agent or overseer, one-fifth of the whole produce ; day laborer, 15 to 20 cents, federal money, per day ; mason, 40 to 60 cents per day ; blacksmith, 60 to 70 cents per day ; carpenter, 30 to 50 cents per day ; journeyman tailor, 50 to 60 cents per day ; journeyman shoe-maker, 30 to 50 cents per day ; ship carpenter, 75 to 90 cents per day ; ship smith, 80 to 95 cents per day ; sailmaker, 50 to 70 cents per day ; lighterman, 45 to 55 cents per day ; porter, 40 to 45 cents per day ; guide, 30 to 35 cents per day ; messenger, 40 to 50 cents per day ; factor, \$10 to \$25 per month ; clerk, \$15 to \$25 per month.

K.

Prices current for the year 1853 in the principal ports of Morocco, reduced to federal moneys, weights and measures.

Description of articles.	Prices.		Description of articles.	Prices.	
	From—	To—		From—	To—
Candles, American spermaceti.....per lb.	\$0 40	\$0 45	Provisions, fresh beef.....per lb.	\$0 04	\$0 05
English.....do.....do....	50	60	Morocco butter.....do....	10	12
Cochineal.....do.....do....	2 25	2 50	Morocco flour.....per barrel.	4 50	5 00
Coffee, Havana and Porto Rico...per cwt.	16 00	17 00	Morocco cheese.....per cwt.	4 00	4 50
Brazil.....do.....do....	14 50	15 50	Saffron, Spanish.....per lb.	6 50	7 50
Cotton, Brazil.....do.....do....	20 00	21 00	Soap, Morocco.....per cwt.	5 25	5 75
New Orleans.....do.....do....	18 00	18 50	Spices, cinnamon, 3d quality.....per lb.	50	70
Dye-woods, fustic and campeche...do....	1 00	1 30	Cassia, cases.....do....	25	35
Grain, wheat, hard, Morocco...per bush.	1 00	1 25	Cloves.....do.....do....	20	25
Barley.....do.....do.....do....	30	35	Pepper, American.....per cwt.	10 00	11 00
Beans.....do.....do.....do....	75	85	Allspice.....do.....do....	14 00	15 00
Kidney beans.....do.....per cwt.	2 50	3 00	Steel, Swedish.....do.....do....	9 00	10 00
Maize.....do.....do.....per bush.	45	50	Sugar, Cuba white.....do.....do....	10 00	10 50
Rice.....do.....do.....per cwt.	4 50	5 00	brown American.....do.....do....	7 50	8 00
Indigo, Bengal.....do.....per lb.	1 00	1 15	double refined, loaves.....do....	12 00	13 00
Guatemala.....do.....do.....do....	1 25	1 50	do.....do.....American.....do....	11 00	11 50
Iron, English flat, round, square...per cwt.	4 50	5 00	crushed.....do.....do.....do....	9 00	9 50
Swedish.....do.....do.....do....	5 40	5 75	Teas, Hyson.....do.....per lb.	75	90
hoops.....do.....do.....do....	5 25	5 50	Young Hyson.....do.....do....	45	55
Oil, Morocco.....do.....per gallon.	45	50	Tin plates.....do.....per box.	9 00	10 00
Paper, Genoese.....do.....per ream.	1 25	1 40	Tobacco, Kentucky.....per cwt.	11 00	14 00
English.....do.....do.....do....	1 50	1 75			

L.

Statement of the aggregate value of United States produce imported into Morocco during the years 1851, 1852, and 1853, in federal currency.

Years	American vessels.	Foreign vessels.	Totals.
1851-----	\$12,500	\$55,000	\$67,500
1852-----	26,500	72,000	98,500
1853-----		84,000	84,000

TRIPOLI.

MARCUS J. GAINES, *Consul*.

JUNE 24, 1854.

I have the honor to transmit answers to the specific interrogatories contained in your circular letter of March 15, 1854.

In relation to the first part of your letter I have the honor to state that during the years 1851, 1852, and 1853, no articles of American growth, product, or manufacture were brought directly from the United States to this country. All such articles are shipped in the first instance to the Island of Malta, whence they are reshipped to this regency in foreign vessels.

I enclose a printed copy of the tariff which is now in force in Tripoli, as well as in all other parts of the Ottoman empire. Although it purports to be settled between Turkey and Great Britain, it is applicable to all nations, the United States being one of those whose treaty of commerce secures to it all the rights and privileges of the most favored nations.

ANSWERS.

FIRST SERIES.

1st. The terms of the treaty of commerce between the United States and Turkey are faithfully adhered to within my jurisdiction.

2d. The commercial intercourse of the United States within my consular district is dependent solely on the regulations of the mother country. These regulations are set forth in the tariff settled between Turkey and Great Britain on the 31st of October, 1850, and which applies also to the United States, under that clause of our treaty with Turkey which secures to us all the privileges of "the most favored nations." A printed copy of this tariff is transmitted herewith. When it expires by its own limitation it will be renewed or remodeled by the Sublime Porte. The authorities at Tripoli cannot alter it in any respect.

3d. None whatever. The commerce of the United States with this regency stands on the same footing as that of the most favored nations. It enjoys no exclusive privileges nor suffers any peculiar restrictions.

4th. There is only a port charge of about three cents the ton, which is levied equally on foreign and national vessels.

5th. In these respects no distinction is made between foreign and national vessels; all have the same privileges.

6th. Precisely the same.

SECOND SERIES.

1st, 2d, and 3d. No such commodities have been exported directly to the United States.

4th. No exchange has been effected within the period specified.

5th. See printed copy of the tariff enclosed herein for an answer to this and the 6th query.

7th. Common laborers are paid from 10 to 15 cents a day. Mechanics get about 50 cents. In buying and selling produce, &c., brokers are employed, who receive a certain commission on what they buy or sell, generally 1 per cent. in either case. The merchants here are men of small capital, and rarely employ others to assist in carrying on their business.

TUNIS.

WILLIAM P. CHANDLER, *Consul*.

NOVEMBER 28, 1855.

I have the honor to report in reply to the "Circular to United States Consuls," under date of March 15, 1854, demanding certain information respecting the privileges and restrictions of the intercourse of the United States with this country, as follows:

ANSWERS.

FIRST SERIES.

1st. I know of no violations or infringements of the commercial provisions of the treaty of the United States and Tunis.

2d. This query is inapplicable as to its first branch. The commercial arrangements are fixed by treaty, so far as the duties on imports are concerned, and must be coeval in duration with the treaty. As to the export duties, they are dependent upon the sovereign will of the Bey, but are rarely changed in amount, although the export of certain articles is frequently prohibited entirely, or inhibited to all persons except his highness.

3d. I know of no privileges extended to the commerce of other nations not enjoyed by that of the United States, nor of any restrictions not common to the commerce of all nations alike.

4th. The only port charges on vessels entering the harbor of the Joletta, (the port of Tunis,) amount to 52 piastres (\$6 50) for lights, anchorage, health officer, &c., on vessels over 30 tons; under that, the one-half only (\$3 25) is charged. All vessels pay alike—foreign and Tunisian. To lie in the canal, indeed, involves a small additional daily charge. But there is no object in doing this ordinarily, and I have never known it done; the usual custom being to load and unload by lighters.

5th. There is no impediment to the transshipment of goods from port to port in this country by United States vessels, or from the ports of this to any other country.

6th. This query is inapplicable.

SECOND SERIES.

1st. There is no direct trade with the United States from Tunis; the commercial communications passing mainly by way of Malta or Marseilles.

2d. This query is inapplicable.

3d. The same. Imported goods are, however, generally sold from three to six months' time. Produce is more generally bought for cash, or at less than ninety days. Bills are usually drawn

on Europe, at seventy-five days' date. Payment is slow, but good; interest is charged on deferred bills.

4th. In part inapplicable, there being no exchange between Tunis and the United States.

The true par or intrinsic value of the piastre of this country is $12\frac{1}{2}$ sous, French, but we reckon it at $12\frac{1}{2}$ cents. The present Bey has, however, issued a gold currency, composed of pieces of 100, 80, 40, 20, and 10 piastres each, which are about 20 per cent. deficient in weight; and, consequently, in gold money, the piastre is worth only 10 cents. The Christian population refuse to accept this new gold currency at its nominal value, but the arbitrary power of the Bey compels its circulation among his own people, and prices have advanced nominally already since its appearance without other apparent cause. Whether absolute power can effect the magical work of maintaining in free circulation two currencies of the same denominations and names, but of different intrinsic values, remains to be seen. My impression is that the silver currency will disappear, and the current value of the whole sink. Silver is already becoming scarce.

5th. The duties on exports to the United States, as to all other countries, are, on oil $2\frac{1}{2}$ piastres the metal, which is about 5.08 gallons United States liquid measure. Thus we have 6.10 cents per gallon. This oil is olive oil, and is of a quality highly esteemed in Europe.

On live cattle 10 piastres, \$1 25.

On sheep $2\frac{1}{2}$ piastres, $31\frac{1}{4}$ cents each.

Wheat 15 piastres, or \$1 $87\frac{1}{2}$, the caffiz. The caffiz is about 16 bushels; so we have 11.713 cents per bushel.

On barley 7 piastres, $87\frac{1}{2}$ cents, per caffiz, or 5.468 cents per bushel.

On small grains, beans, peas, &c., 9 piastres, \$1 $12\frac{1}{2}$, per caffiz, or 7.031 cents per bushel.

The exportation of horses and camels is prohibited, and only allowed as a special favor to individuals or governments. The exportation of grain is generally confined to the Bey himself, who consequently makes his own price. A very large portion of the oil is also exported by the Bey.

On wool, uncleaned, two piastres, 25 cents, per cantar. The cantar is about 125 pounds; so we have two mills per pound. Washed wool pays double, or four mills per pound.

Soap pays $2\frac{1}{2}$ piastres, $31\frac{1}{4}$ cents, the cantar, or $2\frac{1}{2}$ mills the pound.

The import duties on goods of the United States are established at 3 per cent. ad valorem by treaty.

The internal taxes on the products of the soil are levied at 10 per cent., but the management of assessors, by assessing the crop in its growing state, frequently causes the actual tax to exceed this rate. Besides, there are octroi duties, more or less heavy, on all articles of produce sold in the cities for consumption.

7th. The rates of wages in the different branches of labor are so various, so widely different, according to capacity and skill, the race of the laborer, and other circumstances, that it is almost impracticable to afford any satisfactory information on this point.

Field hands, Arabs, receive from 15 to 20 piastres per month, (\$1 87 to \$2 50,) with diet. Mechanics from $1\frac{1}{2}$ to 6 piastres (from $18\frac{3}{4}$ to 75 cents) per day, without diet; the Jews and Moors receiving the lowest rates, and the Christians the highest. Domestic servants' wages rate from 10 piastres per month, (\$1 25,) with half diet, to 60 piastres, (\$7 50,) with full diet and wine.

My drudge, a Jewess, receives \$2 50 per month, and half diet, besides regular perquisites, and my cook, a Maltese man, 40 piastres, (\$5,) with full diet and wine, besides gratuities. The

Swiss and French maids receive more than this, with diet, wine and perquisites. The servants of consulates and other great houses receive gratuities at stated periods. Sailors, generally, are paid by a share (very small) of the freight earned.

There are no price current sheets obtainable here, no printing press existing in the country. In reference to making suggestions likely to lead to the advantage of our commerce I feel a great delicacy. For, while I have no doubt that a small trade might be handsomely and profitably conducted with the United States, it would require strict attention, close limitation, and an accurate knowledge of the country, its people, their wants and habits, by those engaged in it.

The articles with which a small barque might make a profitable voyage, perhaps twice or thrice a year, would be rum and tobacco, with a little flour and cotton, perhaps cheap cotton fabrics also, provisions, cheese, salt beef, dried beef, hams, pickles, biscuit, buckets, brooms, &c., bringing but a very small quantity or number of each. Upon such a cargo, properly assorted, in the hands of a right kind of a consignee here, I think large profits could be realized. The return cargo would be wool, soap and oil; and when the United States markets would not bear these, there would be little difficulty in getting a freight to Malta, or some European port, at a fair rate.

The present price of merchantable oil is about 25 piastres (\$3 25) the metal, or say about 60 cents per gallon. Wool is not in season, and is not obtainable under 70 piastres per cantar. Soap rules at about 65 to 70 piastres (\$8 12½ to \$8 75) per cantar, or say from 6.6 cents to 7 cents per pound. This, however, is a good quality of soap, made with olive oil, capable of being refined so as to become a fancy article.

I have not tabulated the replies to these subordinate queries, as desired, because the information given is so meagre as to render it almost impracticable to do so.

MUSCAT.

MUSCAT.

ISLAND OF ZANZIBAR.

DANIEL H. MANSFIELD, *Vice Consul*.

JANUARY 31, 1856.

Answers to queries of Circular of March 15, 1854.

FIRST SERIES.

1st. The treaty made in 1837 with the Sultan of Muscat has been duly observed, and a very friendly disposition shown by the authorities to all Americans.

2d. The present existing commercial regulations are fixed and permanent.

3d. There are no privileges permitted to other nations which are denied to our own.

4th. There are no port charges or other dues levied on vessels of the United States.

5th. There is no drawback of duties; merchandise from one vessel to another, or landed for reshipment, must pay a duty of 5 per cent.

6th. The German crown, and pice, and pic, from the East India Company's possessions, are the only currency.

The number of pice for a German crown (better known in these countries as the black dollar) varies, according to the supply, from 116 to 128. At this present time, 120 pice are given for one black dollar, and 3 pic make one pice. Spanish and Mexican dollars are worth no more, and do not circulate freely. They are purchased for the Bombay market, usually at a premium of 2 to 3 per cent. at the commencement of the southwest monsoon, in April, and also near its close, in September, and find their way from thence to China. American half eagles are worth \$5; English sovereigns, \$4 75; Spanish and Portuguese doubloons, \$16; Spanish quarters and eighths pass freely at 25 and 12½ cents, and American dimes and half dimes at 10 and 5 cents. Merchandise is bought and sold for dollars and cents.

The weights are reduced to the English standard, and the custom-house is supplied with Dearborn's patent balances, from Boston. The *frasla* of Zanzibar is 35 lbs. English. Ivory, copal, and many other articles, are sold by the *frasla*, also liquids, as cocoa-nut oil, paint oil, spirits of turpentine, &c. The Zanzibar pound is 3 lbs. English, and tortoise shell, of which considerable quantities are exported to the United States, is sold by the Zanzibar pound.

SECOND SERIES.

1st. *Ivory*.—This article varies greatly in price, according to quality and size. The superior kinds, and largest and best, are sent to the United States. In lots, average weight 70 lbs. and upwards, \$40 to \$44 per *frasla* of 35 lbs.

Ivory, 50 to 60 lbs. average weight, \$37 to \$40 per *frasla*. Tortoise shell per pound, of 3 lbs. English, \$2 to \$5. Gum copal, per *frasla* of 35 lbs. English, \$5 to \$7. Hides, per conge of 20 lbs., \$10 to \$15 per conge. Cloves, per *frasla* of 35 lbs., \$1 75 to \$2 50.

2d. Commissions usually charged, $2\frac{1}{2}$ per cent. As for freights and insurance, there are no rates to the United States.

3d. Cargoes imported from the United States are invariably sold at 6 months' credit. If cash is wanted for a sale, a discount is made of $4\frac{1}{2}$ per cent. for 6 months.

4th. As for exchange, the captains of whale ships draw upon their owners for the cash they require, and the usual charge is 20 per cent.

5th. Duties, 5 per cent. on all cargo landed. No duties on exports to the United States.

6th. There are no internal taxes of any kind paid by the people of this island directly. The sultan's revenue is derived from duties on all articles of commerce brought from the neighboring coast, Red Sea, Aden, Persian Gulf, Bombay, and the Malabar coast.

7th. The negro slaves are almost the only common laborers, and receive per day about $12\frac{1}{2}$ cents, or \$2 50 to \$3 per month. The higher order of servants to oversee the work in preparing and shipping cargoes are paid from \$7 50 to \$10 per month. Native workmen in the various branches of mechanic industry receive about \$5 to \$7 per month.

No steamers are owned or built here, and there are no facilities for ship building, or even repairing, to any extent. The sultan has a few ships-of-war built either at Bombay or at places on the coast of Malabar. They are manned by slaves and officered by Arabs. The only vessels owned here by natives are called dows, and seem to answer the purpose very well, but are the rudest kind of ship possible to conceive of, and never undertake to get to any place against the monsoon. They sail fast, and are of very peculiar construction.

Zanzibar is a large, fertile, and populous island, and the favorite residence of the sultan, who is far superior to his brother princes in intelligence, and has a disposition to introduce improvements into his dominions. But his subjects, like all Arabs, are far behind other nations, and despise all improvement. Cloves are produced upon this island in large quantities, and the annual increase is considerable. All other articles of export are brought from other places.

I beg leave to suggest that the trade of this place is well worth the fostering care of the United States government, and an annual visit from one of our ships-of-war is highly desirable.

CHINA.

CHINA.

CANTON.

P. S. FORBES, *Consul.*

MARCH 10, 1853.

In reply to your communication of the 3d instant, I enclose the statements referred to in your despatch: (a)

1st. Statements of American tonnage, inward and outward, at Canton, from 1844 to 1852.

2d. Statement of exports to the United States from Canton, from 1845 to 1852; prior to 1845 the exports were kept in packages instead of pounds, and, consequently, are not given.

After 1849 the trade with Shanghai increased, and a portion of the teas formerly shipped from Canton were shipped from that port instead.

3d. Statement of imports into Canton from the United States, from 1844 to 1852.

With reference to Chinese emigration, that of 1849 is estimated at 900, that of 1850, at 3,118, that of 1851, at 3,502, and that of the first six months of 1852, at 15,000, to California. No American vessel has carried coolies hired to labor in other countries from Whampoa, nor do I know of any sailed from Hong Kong or Comsingmoon. The American ships have always taken passengers only; but as they have taken their final departure from Hong Kong, no accurate account has been or could be kept from this port.

No annual statement of the amount of duties has been made to the authorities, for the reason that said duties were collected by the Chinese authorities themselves, and could only be obtained from them, or by making a custom-house of the consulate and requiring all goods to be landed and shipped from and through it, to the annoyance of our own citizens and the discredit of the Chinese custom-house. The amount of goods exported and imported has always been at the disposal of the authorities, but they have never desired to have them, or appeared willing to receive them. The officers appointed by the board of revenue have collected the duties and made their own report.

Statement of American tonnage inward and outward at the port of Canton.

Inwards.			Outwards.	
Years.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.
1844....	60	25,877	53	23,358
1845....	93	38,853	95	39,456
1846....	60	25,383	68	29,061
1847....	61	28,131	60	27,813
1848....	53	26,238	45	21,552
1849....	53	24,457	60	27,943
1850....	70	35,160	70	36,157
1851....	70	44,535	66	40,358
1852....	75	57,228	73	55,678

(a) This return is addressed to the Commissioner of the United States at Canton.

Statement of exports from Canton to the United States.

Merchandise.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
Green teas.....pounds.....	13,577,034	14,938,021	16,946,780	9,091,085	13,308,916	7,017,837	6,971,323	8,113,472
Black teas.....do.....	5,017,399	5,458,057	4,380,509	3,272,570	7,553,873	7,235,230	7,193,275	9,924,334
Silk piece goods.....pieces.....	93,460	127,788	145,844	82,346	158,100	$\left\{ \begin{array}{l} 16,075 \\ 135,849 \end{array} \right.$	$\left\{ \begin{array}{l} 130,121 \\ 209,793 \end{array} \right.$	$\left\{ \begin{array}{l} 84,708 \\ 395,203 \end{array} \right.$
Crape shawls.....do.....	148,050	102,033	98,591	154,446	112,971	195,254	209,793	395,203
Raw silk.....piculs.....	214	440	1,278	52	747	662	783	749
Grass cloth.....pieces.....	681	128	2,447	446	400	1,025	2,093	4,127
Nankeens.....boxes.....	648	58	205	(a) 11,130	30,206	2,500	998	100
Pearl buttons.....do.....	229	140	65	40	40	2	40	39
Rhubarb.....do.....	1,517	1,097	292	231	516	870	707	317
Camphor.....do.....	3,101	389	1,324	617	359	584	684	1,644
Vermillion.....do.....	217	226	121	36	99	156	182	131
Oil, cassia.....do.....	141	94	297	69	110	96	170	209
Oil, anise.....do.....	161	122	354	186	350	383	390	402
Sweetmeats.....do.....	1,623	3,996	2,834	1,914	2,953	7,231	8,234	9,190
China ware.....do.....	1,405	322	177	464	246	447	1,200	2,000
Fire-crackers.....do.....	44,133	26,294	31,554	42,275	70,477	121,457	160,000	109,553
Cassia.....piculs.....	8,184	10,460	6,299	5,666	8,532	9,409	9,901	9,407
Matting.....rolls.....	27,201	14,305	20,931	14,232	19,885	39,130	49,781	60,046
Fans and screens.....boxes.....	1,564	1,030	1,456	1,584	897	3,935	7,877	9,948
Split rattans.....bundles.....	1,252	254	978	840	1,065	3,090	3,200	4,867
Lacquered ware.....boxes.....	27	153	91	423	73	110	759	937
Tin.....piculs.....	660	660	1,091	2,000	6,780	540	998	842
Cassia buds.....boxes.....	.....	.....	45	80	106	106	100	87

(a) Pieces.

Statement of imports into Canton from the United States.

Merchandise.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
Jean.....pieces.....	7,160	15,231	30,119	54,141	14,920	4,980	32,220	40,620	40,116
Drill.....do.....	133,780	145,650	407,212	385,026	385,482	206,840	262,940	202,935	231,066
Drill, blue.....do.....	2,140	6,082	3,793	.....	2,100	2,200	1,750	4,500	1,180
Drill, white.....do.....	.....	.....	2,162	2,535	.....	.....	.....	.....	.....
Sheeting.....do.....	68,822	363,524	37,682	17,718	122,642	97,096	62,950	96,110	42,095
Shirting.....do.....	.....	.....	251	.....	14,000	11,400	.....	(h) 1,980	.....
Yarn.....piculs.....	1,348	.....	2,595	3,972	2,322	.....	.....	.....	.....
Cotton.....do.....	.....	5,967	.....	.....	.....	1,290	.....	.....	.....
Twill.....do.....	.....	.....	.....	286	286	.....	.....	.....	.....
Skin.....pieces.....	2,845	8,919	11,646	10,069	1,044	600	6,280	6,000	.....
Cochineal.....piculs.....	119	61	116	1	101	62,482	21,635	20,406	23,986
Silver dollars.....	462,080	496,007	50,950	25,400	.....	4,027	109,900	58,848	122,300
Spelter.....piculs.....	.....	.....	406	2,170	1,279	193,765	.....	1,107	90,424
Copper.....do.....	.....	.....	.....	79	.....	.....	32,700	217,879	.....
Lead.....do.....	15,317	30,086	7,964	7,991	13,089	684,415	1,269,790	1,743,460	1,125,421
Iron.....do.....	.....	.....	.....	1,360	.....	406,453	.....	.....	.....
Ginseng.....do.....	3,092	5,202	4,564	2,050	1,038	248,412	313,274	304,812	209,272
Flour.....barrels.....	1,239	150	1,000	951	650	390	700	500	3,059
Bread.....do.....	.....	.....	18,903	.....	129	1,040	.....	.....	.....
Beef.....do.....	825	767	279	.....	100	180	150	150	200
Pork.....do.....	302	803	70	.....	260	170	75	150	200
Clocks.....pieces.....	132	348	.....	.....	1,240	60	634	.....	114
Cotton flannel.....do.....	17,597	17,333	.....	.....	400	.....	600	.....	.....
Woolen flannel.....do.....	1,021	.....	.....	.....	.....	3,000	.....	.....	.....
Hams.....pounds.....	21,122	.....	.....	.....	.....	.....	.....	.....	.....
Boards.....feet.....	121,000	.....	.....	.....	.....	21,535	.....	.....	18,627
Tobacco.....pounds.....	24,000	.....	.....	.....	.....	.....	.....	5,140	5,942
Gold.....ounces.....	.....	.....	.....	.....	.....	1,909	.....	2,557	$\left\{ \begin{array}{l} (c) 500 \\ 13,300 \end{array} \right.$
Steel.....pounds.....	.....	.....	.....	.....	.....	2,240	.....	.....	.....
Butter.....barrels.....	.....	.....	.....	.....	.....	22	.....	(d) 2,044	.....
Tar.....do.....	.....	.....	.....	.....	.....	100	.....	.....	.....
Vinegar.....do.....	.....	.....	.....	.....	.....	13	.....	.....	.....
Brandy.....gallons.....	.....	.....	.....	.....	.....	835	.....	531	.....
Cheese.....barrels.....	.....	.....	.....	.....	.....	.....	.....	.....	203
Glass ware.....boxes.....	.....	.....	.....	.....	.....	.....	.....	130	.....
Tin.....plates.....	.....	.....	.....	.....	.....	.....	.....	30	.....
Coal.....tons.....	.....	.....	.....	.....	.....	.....	.....	1,030	.....
Linseed oil.....gallons.....	.....	.....	.....	.....	.....	.....	.....	10,152	1,000
Sperm candles.....pounds.....	.....	.....	.....	.....	.....	.....	.....	112	.....
Olive oil.....boxes.....	.....	.....	.....	.....	.....	.....	.....	52,436	.....
Sugar, refined.....pounds.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

(b) Blue.

(c) Gold coin.

(d) Pounds.

Statement of imports into China from the United States.

Merchandise.	1844.			1845.			1846.			1847.			1848.			1849.			1850.			1851.			1852.		
	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Total.	Shanghai.	Total.	Canton.	Shanghai.	Total.	Canton.	Shanghai.	Total.	Canton.	Shanghai.	Total.
American drill,..... pieces.	135,921	151,732	413,167	387,581	387,382	209,040	92,200	301,240	264,690	143,500	404,200	207,135	215,586	423,021	222,246	342,115	574,361				222,246	342,115	565,361				
American sheeting,..... do.	68,823	363,524	37,682	17,718	122,642	97,096	61,126	158,222	62,950	33,385	96,315	94,090	75,478	173,568	42,095	88,015	130,110				42,095	88,015	130,110				
American jeans,..... do.	7,100	15,231	30,119	54,141	14,920	4,980	3,450	8,430	32,220	17,200	49,420	40,620	27,228	67,838	40,116	64,250	104,366										
American shirting,..... do.			251		14,000	11,400	2,980	14,380																			
Van,..... pls.	1,348		2,395	3,972	2,322																						
Cotton,..... do.		5,967				1,290																					
Twill,..... do.				298																							
Cloth,..... do.	119	61	116	1	101	62,482		62,482	21,835		21,835	20,406		20,406			23,986										
Silver,..... dollars.	462,080	496,007	50,950	25,400		4,027		4,027	109,000		109,900	58,842		58,842	122,300		122,300										
Spelter,..... pls.			406	2,170	1,279	(a) 193,765	(b) 430	(a) 193,765				1,107		1,107	(a) 90,424	840	(a) 90,424										
Copper,..... do.				79					(a) 32,700		32,700	217,879		217,879			217,879										
Lead,..... do.	15,317	30,086	7,694	7,991	13,089	(a) 684,415	(b) 520	(a) 684,415	(a) 1,269,730	(b) 5,217	(a) 1,269,730	(a) 1,743,460	12,282	(a) 1,743,460	(a) 1,125,421	17,843	(a) 1,125,421										
Iron,..... do.				1,380		(a) 106,453		(a) 106,453																			
Ginseng,..... do.	3,092	5,202	4,634	2,050	1,038	(a) 248,412		248,412	313,374		313,374	304,812		304,812	200,272		200,272										
Flour,..... barrels.	1,239	150	1,000	951	650	390		390	700		700	500		500	3,059		3,059										
Bread,..... do.			18,203		139	1,040		1,040																			
Beef,..... do.	825	767	279		100	180		180	150		150	150		150	200		200										
Pork,..... do.	302	803	70		260	170		170	75		75	150		150	200		200										
Clocks,..... pieces.	132	34			1,204	60		60	134		134				114		114										
Cotton flannel,..... do.	17,597	17,338			400				600		600																
Woolen flannel,..... do.	1,621					3,000		3,000																			
Hams,..... pounds.	21,122					21,535		21,535																			
Boards,..... feet.	121,000																										
Tobacco,..... pounds.	24,000																										
Gold,..... ounces						1,909		1,909																			
Steel,..... pounds.						2,204		2,204																			
Butter,..... barrels.						22		22																			
Tar,..... do.						100		100																			
Vinegar,..... do.						13		13																			
Brandy,..... gallons.						835		835																			
Cheese,..... pounds.						82		82																			
Glassware,..... boxes.																											
Tin,..... plates.																											
Coal,..... tons.																											
Lard,..... gallons.																											
Sperm candles,..... pounds.																											
Opium,..... boxes.																											
Sugar, refined,..... pounds.																											
Skin,..... pounds.	2,845	8,919	11,646	10,069	1,044	600		600	6,280		6,280																

(a) Pounds.

(b) Pic.

(c) Boxes.

(d) Coins.

(a) Pounds.

(b) Pic.

(c) Boxes.

(d) Coins.

Statement of exports from China to the United States.

Merchandise.

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	
	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Canton.	Total.
									Total.
Green teas.....pounds.	13,557,054	14,998,021	16,946,780	9,091,055	13,308,916	3,292,600	16,571,516	7,017,837	12,826,037
Black teas.....do.	5,017,339	5,458,057	4,380,509	3,272,570	7,553,873	732,600	8,386,473	7,225,250	11,117,530
Silk piece goods.....pieces.	93,460	127,788	145,841	82,316	158,100	40,650	198,750	151,934	263,585
Grape-stems.....do.	148,050	102,033	98,591	151,416	112,971	195,274	112,971	195,274	195,274
Grass cloth.....do.	681	128	2,447	416	400	1,025	400	1,025	1,025
Nankens.....boxes.	618	58	203	(a) 11,130	(a) 30,206	2,500	30,206	2,500	2,500
Pearl buttons.....do.	229	140	65	40	40	2	40	2	2
Camphor.....do.	3,101	389	1,324	617	350	584	359	584	584
Vermillion.....do.	217	236	121	36	99	156	99	156	156
Oil, cassia.....do.	141	94	297	69	110	96	110	96	96
Oil, anise.....do.	161	192	354	186	370	383	350	383	383
Sweetmeats.....do.	1,023	3,996	2,834	1,914	2,933	7,231	2,933	7,231	7,231
China ware.....do.	1,405	322	177	464	246	447	246	447	447
Fire-crackers.....do.	44,133	26,294	31,554	42,375	70,477	121,457	70,477	121,457	121,457
Cassia.....pls.	8,140	10,460	6,269	5,660	8,533	9,409	8,523	9,409	9,409
Matting.....rolls.	27,201	14,305	20,931	14,262	19,885	39,130	19,885	39,130	39,130
Fans and screens.....boxes.	1,564	1,030	1,456	1,584	897	3,935	897	3,935	3,935
Split rattans.....bundles.	1,252	254	978	840	1,065	3,090	1,065	3,090	3,090
Raw silk.....pls.	214	440	1,278	52	747	662	1,077	662	662
Rhubarb.....boxes.	1,517	1,097	992	231	516	870	516	870	870
Lacquered ware.....do.	27	153	91	423	73	110	73	110	110
Tin.....pls.	660	(a) 1,091	2,000	80	6,780	540	6,780	540	540
Cassia buds.....boxes.	43	80	106	106	106	106	106	106	106

(a) Pieces.

FOO-CHOW-FOO.

CALEB JONES, *Consul*.

DECEMBER 19, 1855.

I have the honor to acknowledge the receipt of the "Circular Instructions" of the 8th of October, 1853, and in reply would say, that, in a port like this, it is impossible to furnish any information which would be of the slightest value of the nature indicated in said circular.

In ship-building, and in everything appertaining thereto, the Chinese are immeasurably behind our countrymen; and in relation to the imports and exports, my semi-annual returns will furnish such information as I can obtain, which I fear will give but a poor idea of the true state of the case. There is so much smuggling carried on here, with the full knowledge and connivance of the Chinese officials, that a true return is impossible. No vessels come direct from foreign countries to this port. They enter at one of the other ports, pay the duties, and receive a permit to land goods when they arrive here. This has been done in case of every American ship (except one, and she was in ballast) since the port was opened; consequently, a return of imports at this place would make the whole amount to China appear much larger than they really are. If the system of foreign inspectors should be established here, as at Shanghai, these irregularities would cease, and some definite idea of the trade could be obtained.

This communication will give you an answer to the circular of March 15, 1855, except so far as the first question therein contained. The treaty stipulations are not, in my opinion, faithfully carried out at this port. The citizens of the United States have, since the opening of the port, been frequently annoyed, and put to great expense, by the vexatious delays in obtaining from the authorities answers to communications; and although they promise to attend to our wants and grant redress for wrongs committed, they seem to think that the mere promise is sufficient.

AMOY.

THOMAS H. HYATT, *Consul*.

OCTOBER 16, 1854.

There has been but one American merchant vessel at this port during the two quarters ending with the last month, and that was in the last quarter, and *en route* from Hong Kong to Foo-chow.

In relation to your circular of 15th March, it is extremely difficult to obtain the information asked for without an interpreter.

But as to the specific information asked for by the said circular, it can be of very little or no practical value to the department, so far as this port is concerned, as there is not, at present, any commerce between the United States and this port directly. Teas and other articles are shipped from this to Hong Kong, and thence to various foreign ports, the United States, I presume, among the rest; but what proportion goes in that direction we have not, of course, the means of knowing here. If a wealthy and enterprising American house were established here, a large trade might be opened in teas and other products directly with the United States; but until that is done we cannot expect any direct commerce of much extent between the two countries at this port.

The local regulations, charges, &c., of this port do not vary materially from those of the other Chinese ports at which we are authorized to trade.

SHANGHAI.

R. W. MURPHY, *Consul*.

DECEMBER 31, 1855.

With regard to the circular dated March 15, 1854, I have, from time to time, furnished, in my despatches to the Hon. Secretary of State, all the information relating to those inquiries; but I now, in continuation of the same, submit the following tables:

A.—Aggregate of the foreign export trade of China for twelve years, not including the United States.

B.—Grand aggregate of American export trade in China for ten years, showing the proportion from Shanghai.

C.—Comparative export trade of the United States in China from the three ports of Canton, Foo-chow and Shanghai, for the year last past, ending on the 30th June, 1855, with the cost price of exports at each place, and the value of the same at New York.

D.—Showing the rates of exchange in London for the last five years, with reduction to federal currency.

From table A, I deduce—

1st. That, until the year 1850, Canton was the principal port for tea, but in that year Shanghai exported 50 per cent.; and of silk, three-fourths of the whole export was from Shanghai.

2d. That the trade of Shanghai continued to increase over that of Canton, and even Foo-chow, which derives all its trade from this emporium, until the year 1855, when Shanghai exported in tea about 30 per cent. more than both Canton and Foo-chow, and in silk almost the entire amount was furnished at Shanghai.

3d. That the grand increase of the foreign trade for twelve years is an average per annum of about 3 per cent.

4th. That the increase of silk for exportation has been, on the grand aggregate, at the rate of $3\frac{3}{4}$ per cent. per annum for the past eleven years.

On tables B and C, I have to remark—

1st. That the trade of the United States in China has increased, in the last ten years, $1\frac{3}{4}$ per cent. per annum.

2d. That, since the year 1848, the ports of Canton and Shanghai have changed commercial positions, the latter having exported more tea the last year to the United States than the whole trade amounted to when Canton was the only port opened.

3d. That Foo-chow is now a port of more commerce with the United States than Canton, and ranks next to the most important, Shanghai.

4th. That the trade in silk to the United States has developed immensely; and as this port is the great emporium for that commodity, it will, probably, furnish more trade than all the others combined.

5th. That, for the past year, the port of Shanghai has furnished more than three-fourths of the American trade in tea, and all the silk.

On table D, I have to remark—

1st. That, up to the year 1853, exchange was steady at from 15 to 21 per cent., but that the change which followed, and the variableness which is marked, arose from the fact that the city of Shanghai being taken by the rebels on the 7th September, 1853, many large losses were

incurred by the wealthy Chinese, which, creating embarrassment, engendered a lack of confidence and trust, so that money became scarce and exchange began to rise.

2d. About this time, foreigners began to impose the belief on the native Chinese that the Carolus dollar was the most valuable, and, at the same time, secured the monopoly of all obtainable over the world, and have since been having the Mexican restamped with the Carolus dies. This latter coin does not pass well, as it is too new to the Chinese; but the old and genuine Carolus dollars are almost exhausted, and, indeed, are becoming less and less every year, while just in proportion to the supply or demand exchange rises or falls.

3d. The federal currency is obtained by estimating the dollar at 4s. 2d., and the par value of the pound sterling in New York at \$4 84.

The commerce of China is conducted on the basis of imports, opium, and credits on London. The imports are a trifle; opium is about 30 per cent., and the difference is made up by a direct drain on Europe in pure silver and some dollars; the former is cast into sycee, or pure silver ingots, and rarely, if ever, leaves the empire, as it is strictly forbidden by the laws.

In this matter of the currency the department is aware I have made strenuous efforts to obtain relief, and there is every prospect my efforts will produce some good results.

4th. Finally, I may remark on tables B and C, that there is an apparent discrepancy between them and the consular returns of American ships for the last two years. The difference is accounted for by the fact that the consular returns give all American vessels leaving the port, with their cargoes, whether they go to the United States or not; therefore, the excess of the consular returns over the results of tables B and C is the trade of American vessels to other countries from Shanghai.

A.

Exports to all nations from China for twelve years, beginning with June 30, 1843, not including the United States.

Years.	Tea, total pounds.	Raw silk, bales.	Exported from—	Years.	Tea, pounds.	Raw silk, bales.	Tea, total pounds.	Raw silk, Total bales.
1843-'44 ----	50,613,600	-----	Canton.....	1850-'51	42,204,000	5,260	64,020,100	22,143
1844-'45 ----	53,570,200	10,727	Shanghai.....	1850-'51	21,816,100	16,883		
1845-'46 ----	57,584,600	18,600	Canton.....	1851-'52	35,617,200	2,012	65,137,200	23,040
			Shanghai.....	1851-'52	29,520,000	21,028		
1846-'47 ----	53,365,000	19,000	Canton.....	1852-'53	32,327,600	-----	72,906,100	25,571
1847-'48 ----	47,694,300	21,377	Shanghai.....	1852-'53	40,578,500	-----		
1848-'49 ----	47,242,700	17,228	Canton.....	1853-'54	45,131,200	6,799	77,217,900	61,984
			Fuchou.....	1853-'54	6,143,000	-----		
1849-'50 ----	53,961,800	16,134	Shanghai.....	1853-'54	25,943,700	55,185	86,509,000	51,470
			Canton.....	1854-'55	16,123,800	7,178		
			Fuchou.....	1854-'55	19,512,800	-----		
			Shanghai.....	1854-'55	50,872,400	44,308		

B.

Exports of tea and silk to the United States from China, with the proportion from Shanghai for a period of ten years.

Year ending June 30.	Total amount of tea from China.	Tea exported from Shanghai alone.	Silk exported from Shanghai.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Bales.</i>
1845.....	20,762,558		
1846, in 40 vessels.....	18,502,288		
1847, in 37 vessels.....	18,171,625		
1848, in 38 vessels.....	19,338,640	1,740,787	
1849, in 37 vessels.....	18,672,300	2,986,332	35
1850, in 44 vessels.....	21,757,800	5,623,708	415
1851, in 64 vessels.....	28,760,800	11,068,540	250
1852, in 68 vessels.....	34,334,000	18,000,000	298
1853, in 72 vessels.....	40,974,500	22,900,300	534
1854, in 47 vessels.....	27,867,500	16,702,400	1,074

C.

Ports.	Quantity.	Value in dollars here.	Value on arrival in U. S.
	<i>Pounds.</i>		
1855 { Canton.....	2,561,900	\$142,523	\$796,541 40
{ Foo-chow.....	5,400,800	928,136	1,720,644 00
{ Shanghai.....	23,553,200	3,894,144	6,847,277 20
Total.....	31,515,900	5,174,803	9,364,462 60

D.

Table showing the minimum, maximum, and mean rates of exchange for six months' bills on London, with the mean rates reduced to federal currency.

Years.	Minimum.	Maximum.	Mean.	Federal currency.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	
1851.....	4 10	5 1½	4 11½	20½ per cent. at 6 months' sight.
1852.....	4 4½	5 2	4 9½	15½ do do do.
1853.....	5 2	7 10	6 6	57½ do do do.
1854.....	5 10	6 8½	6 3½	51½ do do do.
1855.....	6 1½	6 6½	6 6½	57½ do do do.

Note. Highest rate 7s. 10d. federal currency..... 89½ per cent.
Lowest rate 4 1½ do..... 5 do.

Class, number, and tonnage of American vessels arriving at and departing from Shanghai the year ending December 31, 1855.

[Made up from Consular Returns.]

Months.	Ships.		Barques.		Brigs.		Schooners.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
January	7	6,530							7	6,530
February	8	8,894							8	8,894
March	5	4,625	1	149					6	4,774
April	3	3,282							3	3,282
May	1	1,735	1	310					2	2,045
June	7	5,458							7	5,458
July	5	6,818							5	6,818
August	7	5,256			1	197			8	5,453
September	3	3,156	3	996					6	4,152
October	2	2,422	1	289					4	2,846
November	5	4,875	1	597			1	135	6	5,472
December										
Total	53	53,081	7	2,341	1	197	1	135	62	55,754

Description and value of inward and outward cargoes by the above vessels.

No. of vessels.	Cargo inward.	Value of cargo.	No. of vessels.	Cargo outward.	Value of cargo.
4	Coal	\$82,250	39	Tea and silk	\$8,798,977 45
1	General merchandise	38,025	6	Tea	585,792 89
2	Chinese cargo	47,054	1	Silk	64,500 00
1	Drills and sundries	81,487	1	Partial cargo of tea	64,084 00
4	Sugar	88,829	12	Ballast	
9	Sundries	60,983	2	Sold in port	
5	Sugar and sundries	145,075	1	Cargo not given	
2	Cottons	62,000			
3	Cotton and sundries	81,570			
1	Wood	300			
1	Lead	9,000			
1	Stores estimated	30,000			
1	Cargo re-exported				
27	Ballast				
62	Total value	732,573	62	Total value	9,513,354 34

POLYNESIA.

POLYNESIA.

HONOLULU.

D. A. OGDEN, *Consul*.

MARCH 15, 1855.

I have the honor to acknowledge the receipt of your circular of September 18, 1854, and with it duplicates of your circulars of October 8, 1853, and March 15, 1854, which were sent to my predecessor, and, as I supposed, by him duly answered. To the one of March 15, 1854, I herewith reply.

ANSWERS.

FIRST SERIES.

1st. The terms of the treaty of commerce between the United States and this Hawaiian government are, so far as I know, faithfully adhered to and duly carried out.

2d. The commercial intercourse of the United States within this consular district is governed solely by the regulations of the general government of the Hawaiian Islands, and the existing regulations are subject to change only by new legal enactment of the Houses of Parliament.

3d. There are no privileges permitted to the commerce of other nations which are denied to that of the United States, and there are no restrictions, that I am aware of, imposed on the commerce of other nations and not on that of the United States, except that all merchandise, the growth or manufacture of China or the Philippine Islands, (excepting sugars, coffee, molasses, syrups of sugar, rice, and spirituous liquors,) are subject to a duty of 15 per cent. instead of 5 per cent. ad valorem, which is the duty imposed upon the same articles from the most favored nations.

4th. By a recent act of the Hawaiian legislature, tonnage dues are abolished, and all vessels, as well foreign as national, are now admitted free of such charge.

The other dues vary in the different ports of entry of the kingdom, and are as follows: In the port of Honolulu, the only port of entry within this consular district, pilotage, \$1 per foot, each way, or half pilotage if no pilot is employed; health certificate, \$1; buoys, \$2; harbor master, \$3; clearance, \$1; pilot for anchoring a vessel outside which does not enter the harbor, \$10.

5th. Transshipment in vessels of the United States of goods and merchandise for a foreign port is permitted. On merchandise (other than the products of the whale fishery) transhipped from one vessel to another, a transit duty of 1 per cent. ad valorem is required. Products of the whale fishery and surplus stores of whaling vessels may be transhipped free of any charge, except for entry and permit. The permits granted to whalers do not include the sale, barter, or disposition of spirituous liquors.

6th. The Hawaiian kingdom has no national moneys, weights, or measures of its own. Those in common use here are the same as in the United States, and have the same relative values.

SECOND SERIES.

1st, 2d, and 3d. See table annexed.

4th. During the months of October, November, and December, the rates of exchange vary greatly, and fluctuate from par to 15 per cent. discount. During the remainder of the year exchange maintains itself generally at or near par.

5th. There are no duties on exports to the United States. The rates of duties on merchandise landed in the Hawaiian kingdom are as follows: on brandy, gin, arrack, wines, ale, porter, and all other distilled or fermented spirituous liquors of any description, not exceeding 55 per cent. nor less than 27 per cent. of alcohol, \$5 per gallon; ditto, exceeding 55 per cent. of alcohol, \$10 per gallon; ditto, exceeding 18 per cent. and not exceeding 27 per cent. of alcohol, \$1 per gallon; ditto, not exceeding 18 per cent. of alcohol, 5 per cent. ad valorem.

On all other merchandise, (except articles specified from China and the Philippine Islands,) 5 per cent. ad valorem.

6th. There are no internal taxes levied upon commodities for exportation, either while in their crude, their partially manufactured, or in their complete state.

7th. The rates of wages for labor are about as follows: the native labor on sugar plantations, \$5 to \$10 per month; Chinese labor, \$3 to \$5 per month; native labor in Honolulu, \$1 to \$1 50 per day; white labor, \$2 to \$3; mechanics' labor, \$3 to \$5. There are no price current sheets published here, and prices are controlled pretty much by two or three of the commercial firms of the place.

SECOND SERIES.

Answer to queries 1st, 2d, and 3d.

Articles of merchandise.	PRICES.						Freight to Atlantic States.
	Wholesale.			Retail.			
	No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	
Sugar, brown	6	5	4½	10	9	8	None shipped
Syrup	32½ cents per gallon			50 cents			do
Molasses	22 cents per gallon			37½ cents			do
Coffee	10 cents per pound			20 cents			\$20 per ton
Arrow-root	5 cents per pound			12½ cents			\$20 per ton
Potatoes	\$1 50 per barrel			\$2 00			None shipped
Sweet potatoes	\$1 50 per barrel			\$2 00			do
Beef	\$25 per head			7 cents per pound			do
Wool	12½ cents per pound			None sold			\$20 per ton
Salt	\$1 50 per barrel			3 cents per pound			None shipped
Hides	6 cents per pound			10 cents per pound			\$20 per ton
Goat skins	12½ cents each			25 cents			\$20 per ton
Sperm oil	\$1 35 per gallon			\$1 75			5 to eight cents per gallon
Whale oil	50 cents per gallon			75 cents to \$1 00			do do
Tallow	6 cents per pound			12½ cents			None shipped
Pulse	7 cents per pound			12½ cents			\$20 per ton
Suet	6 cents per pound			12½ cents			None shipped

Rates of insurance, 2 per cent. Freight to California, \$8 per ton. Commissions, 5 per cent. Mode and terms of sale, cash and time.

LAHAINA.

GEORGE M. CHASE, *Consul*.

JANUARY 30, 1855.

In answer to your "Circular to United States Consuls," issued March 15, 1854, which was received by last mail, I have the honor to submit the following reply:

ANSWERS.

FIRST SERIES.

1st. All the treaty regulations existing between the United States and the Sandwich islands are faithfully respected and adhered to by the government of these islands.

2d. The commercial intercourse of the United States within this consular district is dependent on treaty stipulations and the local laws and customs of this government. These laws and customs are liable to change by the enactments of the Hawaiian legislature, which meets annually.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States.

There is imposed upon all merchandise, the growth or manufacture of China and the Philippine islands, excepting sugar, coffee, molasses, syrups of sugars, rice, and spirituous liquors, 15 per cent. *ad valorem*.

This duty is ten per cent. higher than is imposed upon the merchandise of the United States and other nations, and was intended for revenue purposes, a discrimination in favor of imports of necessary articles of use and consumption. The natives of these islands use a great quantity of silk manufactures, which principally come from China. This excess of duty does not in any perceivable degree lessen the importation of merchandise from those places to which it applies, although the act of discrimination only took effect in May last.

4th. The answer to this interrogatory will be found in the printed abstract of Hawaiian laws and regulations respecting vessels, &c., herewith sent.

5th. The transhipment of goods in vessels of the United States to another port in this kingdom, and to foreign ports, is permitted, restricted to the payment of a transit duty of one per cent. *ad valorem*, except on the products of the whale fishery, which latter pay no duty.

6th. The moneys, weights, and measures, known and in common use in this consular district, are established and regulated by enactments of the Hawaiian legislature.

By these enactments the currency of the Hawaiian islands consists of the dollar, valuing 100 cents American currency; the half-dollar, 50 cents; the quarter-dollar, 25 cents; the eighth of a dollar, $12\frac{1}{2}$ cents; and the sixteenth of a dollar, $6\frac{1}{4}$ cents; and the cent, a copper coin. All gold and silver coin, wearing the legalized impress of any sovereign State, is received for government dues and for private debts, at the current or merchantable value at Honolulu.

The weights are: 1 pound = 16 ounces, avoirdupois; one-quarter = 25 pounds; one hundred = 4 quarters; one ton = 2,000 pounds.

The measures are: 1 foot, 12 inches, English; 1 yard, 3 feet; 1 fathom, 2 yards; 1 pio, 3 yards; 1 chain, 11 fathoms; 1 furlong, 10 chains; 1 mile, 8 furlongs; 1 league, 3 miles.

Square measure: 144 inches, 1 foot; 9 square feet, 1 yard; 4 yards, 1 fathom; 121 square fathoms, 1 square chain; 10 square chains, 1 acre.

Solid measure: 1,728 solid inches, 1 solid foot; 50 cubic feet, 1 ton; 128 solid feet, 1 cord; 1 solid fathom, 1 pile.

Liquid measure: 1 pint, 4 gills; 1 quart, 2 pints; 1 gallon, 4 quarts; 1 barrel, $31\frac{1}{2}$ gallons; 1 ton, 8 barrels.

SECOND SERIES.

1st. The wholesale and retail prices of articles exported to the United States during the year ending July 1, 1854, were as follows:

Articles.	Prices.	
	Wholesale.	Retail.
Coffee.....	13 to 14 cents per pound	18 cents per pound
Potatoes, Irish	\$1 50 to \$1 75 per barrel.....	\$2 00 to \$2 25 per barrel.....
Potatoes, sweet.....	\$1 00 to \$1 25 per barrel	\$1 25 to \$1 50 per barrel
Sugar.....	6 to 7 cents per pound	7 to 9 cents per pound
Syrup, including cask.....	36 to 40 cents per gallon	50 cents per gallon

2d. There is no insurance effected here on exports. Freight is from \$8 to 10 per ton to California, and from \$18 to \$20 to Boston and New York. Commissions for purchasing and shipping 5 per cent.

3d. The modes and terms of sale here are about the same as in Boston.

4th. The rates of exchange in said year were as follows: July and August at par; September, October, November, and December, 10 per cent. premium for money; January, 5 per cent.; February, March, April, May, and June, at par. The true par of exchange is dollar for dollar. There is a greater fluctuation at this port in exchange than at Honolulu; very little business of the kind is done here, except when the whale ships are here recruiting. Exchange often varies here in a few days from 3 to 8 per cent. The money used to buy it is mostly furnished from Honolulu. It is always higher here than at Honolulu.

5th. There are no duties on exports; the duties on imports are found stated in printed pamphlet sent.

6th. There are no taxes levied on any kind of property, personal or real, in the islands, except dogs and horses.

7th. Native labor is 50 cents per day for common, and \$1 50 to \$2 00 for mechanical. Foreigners get about double as much as the natives. Clerks in stores, and other places, get from \$600 to \$3,000 per year,

No price current sheets have ever been issued in this consular district.

HILO.

THOMAS MILLER, *Consul*.

SEPTEMBER 26, 1854.

I have had the honor to receive your circular of the 15th March last, and in reply furnish such information on the subject-matter thereof as I have been able to obtain.

As to the first branch of the subject, I have to state that there has been no change or modi-

fication of the revenue laws or tariff, which has influenced directly or indirectly the commerce of the United States, at the ports within my jurisdiction, from the commencement of the year 1851 to the end of the year 1853.

The duty imposed has been uniformly 5 per cent. ad valorem, upon goods, wares, and merchandise imported from the United States and all other countries, except as to imports that are free of duty by our treaty, viz., to the amount of \$200 by each whale ship, and goods imported for the use of the mission, and spirituous liquors. A new tariff was proposed to the legislature during its last session, but did not pass. The tonnage dues were abolished. This relieves not only merchant vessels but whalers, which frequently, when not full, take home on freight oil and bone transhipped from other vessels, of a considerable tax.

In relation to the interrogatories to which specific answers are required, I reply as follows :

ANSWERS.

FIRST SERIES.

1st. So far as my information enables me to form an opinion, I believe that the terms of the treaty of commerce between the United States and this government have been faithfully adhered to. No violation of the same has come to my knowledge.

2d. The commercial intercourse between the United States and this consular district is dependent solely on the regulations made by the government at Honolulu. The present regulations can only be considered temporary, inasmuch as they are subject to be changed by the annual legislature, by whose authority they are established.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States, and there are no restrictions imposed on the commerce of other nations and not on that of the United States. So far as I have been able to ascertain, all nations have equal privileges in their commercial intercourse with these islands.

4th. In answer to this question I refer you to document marked D, forwarded with my communication No. 8.(a) The only change that I am aware of is that of the tonnage dues, which have been abolished, as before stated. There are no charges on vessels of this nation.

5th. The transshipment in vessels of the United States of goods to a foreign port is permitted, but not to another port in this country. A bill to give coasting licenses to foreign vessels was introduced in the last Hawaiian legislature, but was lost.

6th. The moneys, weights, and measures, known and in common use at the port or ports of this consular district, are the same as those established by the supreme law of the mother country. Five franc pieces pass in these islands for \$1, and sovereigns for \$5.

SECOND SERIES.

1st. Most of the productions of this island (except supplies to whalers) are not exported direct to the United States, but are sent to Honolulu for a market, and the prices vary in accordance with those at that place, which being the principal seat of commerce, and also the seat of government, more satisfactory information on this subject can be obtained, and doubtless will be furnished, by the consul at that port.

2d. No vessels are insured within this consulate. Usual commissions, when a commission merchant is employed, 2½ per cent.

Freight on oil transhipped to Atlantic ports, 8 cents per gallon ; on whalebone, 1 cent per pound ; on other merchandise, \$8 per ton to the coast.

3d. Variable.

4th. The only bills bought here are whaler's bills ; they frequent this port only in the spring and fall ; last spring, money, in exchange for whaler's bills on the United States, was held at from 5 to 7 per cent.

5th. There are no duties on exports to the United States. Duty on imports, except as before excepted, 5 per cent. ad valorem.

6th. There are no internal taxes on the articles enumerated.

7th. The wages paid to agricultural laborers (native) are about \$8 per month, and for personal service in the business of commerce and trade 50 cents per day.

There are no regular price current sheets published either at this port or Honolulu ; I am, therefore, unable to comply with the requisition of the department in this respect.

MARCH 15, 1855.

I forward herewith custom-house statistics for 1854, prepared by the collector general of customs for the Hawaiian islands ; also custom-house statistics for the port of Hilo, Hawaii, for the year 1854, by the collector of this port.

By reference to my returns of vessels arriving at and departing from this port during the year 1854, you will perceive that the collector has given less than half the number of vessels at the port of Hilo during that period. The true number was eighty American whalers, two French whalers, and four merchant vessels, in the aggregate eighty-six ; which number you will find verified by the report of the collector of Hilo.

Custom-house statistics of the Hawaiian Islands for 1854.

Value of goods imported from—

The United States, Atlantic side	\$503,506 39
The United States, Pacific side.....	348,915 55
Germany	198,488 57
Great Britain.....	68,578 73
Australia	56,635 19
China	53,412 11
Sea	22,659 07
Vancouver's Island.....	8,167 50
Tahiti.....	4,467 60
Callao.....	192 00

1,265,022 71

In addition to the above imported—

Free of duty by missions.....	\$22,759 14
Do. whalers	16,690 92
Do. agriculturists	4,066 13
Do. H. S. Navigation Company.....	3,066 09
Do. U. S. naval agent.....	2,566 80
Do. returned cargoes.....	2,348 04
Do. diplomatic.....	1,656 44
Do. charitable and religious.....	1,966 73
Do. fire department.....	450 00
Do. foreign office.....	118 60
Do. vessels in distress.....	74 80
Do. remitted by commissioner of customs.....	175 00
	55,938 69

Value of goods entered in bond from—

The United States	\$171,429 86
Sea	30,492 21
Australia	12,125 98
China	5,617 11
Germany	74 87

219,740 03

Withdrawn from bondfor consumption \$25,688 56

	Free.	Dutiable.	
Imports at Lahaina	\$12,703 13	\$29,574 66	
Hilo	4,027 91	2,230 58	
Kawaihae	895 21	16 95	
Kealahou	687 84		
	<hr/> 18,314 09	<hr/> 31,822 19	50,136 28
Total value of imports			<hr/> <hr/> 1,396,786 24

Custom-house receipts.

	Honolulu.	Lahaina.
Import duties, goods	\$60,822 70	\$1,519 25
Do. spirits	62,730 25	3,226 62
Do. bonded goods	1,401 75	
Transit duties	788 77	72 10
Do. bonded goods	1,307 38	17 14
Do. bonded spirits	340 10	1 98
Samples	33 00	
Harbor dues	2,851 55	40 50
Buoys	308 00	
Shipping natives	1,082 50	613 50
Native seamen's taxes	1,650 00	962 00
Storage	2,884 14	
Interest	1,232 74	
Lights		233 00
Passports	94 00	
Fines and forfeitures	227 50	
Registry	1,056 35	
Coasting licenses	934 50	
	<hr/> 139,745 23	<hr/> 6,686 09

Total Custom-house receipts.

Honolulu	139,745 23	
Lahaina	6,686 09	
Hilo	530 43	
Kealahou	45 09	
Kawaihae	82 34	
Waimea	21 00	
	<hr/> 147,110 18	

Value of exports.

Value of foreign goods exported		311,092 97
Value of domestic products exported	121,054 70	
Furnished as supplies	152,975 00	
	<hr/> 274,029 70	
		<hr/> <hr/> 585,122 67

Domestic exports for the year 1854.

Articles.	Honolulu.	Other ports.	Articles.	Honolulu.	Other ports.
Sugar.....pounds..	575,777	6,000	Hogs.....	125	606
Syrup.....gallons..	28,513		Fungus.....pounds..	10,261	
Molasses.....do....	39,879	2,000	Shark fins.....do....	200	
Irish potatoes.....barrel*	216	7,369	Pulu mattresses.....	22	
Sweet potatoes.....do....	847	2,956	Suet.....do....	21,195	
Beef.....do....	213		Pumpkins.....	800	2,650
Pulu.....pounds..	33,721	300	Corn meal.....bags..	15	
Wool.....do....	12,845		Limes.....	32,000	4,500
Arrow-root.....do....	5,166	1,000	Bananas.....bunches..	254	305
Salt.....barrels..	5,041		Fire-wood.....cords..		65
Coffee.....pounds..	87,704	3,386	Koa lumber.....feet..		859
Hides.....	3,006		Fowls.....		2,185
Goat skins.....	16,980		Onions.....barrels..		41
Tallow.....pounds..	15,405		Chickens.....	260	
Turkeys.....	946	795	Oranges.....	4,200	9,000
Ducks.....	405		Cocoa nuts.....		700

Value of domestic exports at Honolulu	\$101,054 70
Value of domestic exports at all other ports.....	20,000 00
Furnished as supplies at Honolulu to 189 whalers, at an average of \$275 per vessel	51,975 00
Furnished to 125 merchantmen, at \$200 per vessel	25,000 00
Furnished to 25 national vessels, at \$2,000 per vessel.....	50,000 00
All other ports, all vessels	26,000 00
Total value of exports and supplies	\$274,029 70

Oil and bone transhipped during the year 1854.

SPRING SEASON—HONOLULU.

Bound to the United States :		
Sperm oil.....gallons..	49,361	
Whale oil.....do....	257,330	
Bone.....pounds..	28,765	

FALL SEASON—HONOLULU.

Bound to the United States :		
Sperm oil.....gallons..	60,449	
Whale oil.....do....	1,268,365	
Bone.....pounds..	752,339	

Bound to Bremen :

Whale oil.....gallons..	10,224
Bone.....pounds..	26,288

Bound to Havre :

Whale oil.....gallons..	25,172
Bone.....pounds..	46,810

LAHAINA.

Bound to the United States :

Sperm oil.....gallons..	46,674
Whale oil.....do....	104,760
Bone.....pounds..	654,241

	<i>Sperm oil.</i>	<i>Whale oil.</i>	<i>Bone.</i>
Total.....	156,484 gallons.	1,665,851 gallons.	1,508,443 pounds.

Whaling vessels at the ports of the Hawaiian Islands during the year 1854.

NATION.	Honolulu.	Lahaina.	Hilo.	Kawaihae.	Kealahakua.	Waimea.	Total.
American.....	166	220	36	55	6	7	490
Hawaiian.....	2						2
Bremen.....	7				1		8
Chilian.....	1				1		2
French.....	12	4	4		2		22
Russian.....	1						1
	189	224	(a) 40	55	10	7	525

(a) True number, 80 American whalers, 2 French whalers, 4 American merchant vessels—total, 86.

National vessels at Honolulu during 1854.

NATION.	CLASS OF VESSELS AND NUMBER OF GUNS.												Total number of ves- sels.	Total number of guns.
	Sloops-of-war.		Frigates.		Brigs.		Corvettes.		Store-ships.		Steamers.			
	No.	Guns.	No.	Guns.	No.	Guns.	No.	Guns.	No.	Guns.	No.	Guns.		
American -----	3	44	2(<i>b</i>) -----						1				6	44
British -----	2	56	6	202							1	6	9	264
Russian -----			2	100									2	100
French -----			3	122	1	16	3	92					7	230
Holland -----			1	34									1	34
	5	100	14	458	1	16	3	92	1		1	6	25	672

(b) These are steam frigates.

Merchant vessels at the ports of the Hawaiian Islands during the year 1854.

NATION.	Honolulu.		Lahaina.		Hilo.		Kawaihae.		Waimea.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
American.....	80	28,807	8	3,999	3	350	2	304	9		102	33,460
Hawaiian.....	9	2,077	1	270							10	2,347
British.....	17	4,788									17	4,788
Lubec.....	1	200									1	200
Russian.....	2	950									2	950
Bremen.....	1	259									1	259
Danish.....	3	539									3	539
Chilian.....	5	2,188									5	2,188
Holland.....	1	831									1	831
Peruvian.....	3	1,475									3	1,475
Hamburg.....	2	374									2	374
Oldenburg.....	1	147									1	147
	125	42,635	9	4,269	3	350	2	304	9		148	47,558

Spirits taken out of bond for consumption during the year 1854.

	Alcohol.	Rum.	Gin.	Brandy.	Whiskey.	Port.	Sherry.	Madeira.	C. Cordials, &c.	Sundries.
<i>Honolulu.</i>	<i>Gallons.</i>	<i>Galls.</i>	<i>Galls.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Galls.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
First quarter.....	30		198	2,132	35	394	368	78	115	94
Second quarter.....	25	12	173	1,295	91	312	278	177	149	59
Third quarter.....	176	11	572	2,077	110	245	246	140	235	188
Fourth quarter.....		44	689	3,115	399	809	949	263	399	191
<i>Lahaina.</i>	231	67	1,632	8,619	635	1,760	1,841	658	898	532
First quarter.....				94						
Second quarter.....				98						
Third quarter.....			13	30						
Fourth quarter.....			44	385						
	231	67	1,689	9,226	635	1,760	1,841	658	898	532

Custom-house statistics of the port of Hilo, Hawaii, for the year 1854.

Value of goods imported from the United States.....	\$4,506 66
Value of goods imported free of duties.....	6,984 87
Total value of imports.....	11,491 53

Custom-house receipts.

Import duties on goods.....	\$225 72
Harbor dues.....	37 50
	263 22
Custom-house receipts.....	2,221 72

Value of exports.

Value of domestic products exported.....	\$3,823 31
Furnished as supplies.....	18,450 00
	22,273 31
Total value of exports.....	24,758 25

Domestic exports for the year 1854.

Fowls.....	23 dozen.	Bread fruit.....	11,140
Turkeys.....	39 "	Molasses.....	1,031 gallons.
Hogs.....	150	Sugar.....	509 pounds.
H. beef.....	20 barrels.	Coffee.....	2,802 "
Cocoa-nuts.....	1,000	Pulu.....	624 "
Taro.....	12 barrels.	S. Potatoes.....	1,145 barrels.

Value of domestic exports.....	\$3,823 31
Furnished as supplies to whalers, at an average of \$225 each.....	18,450 00
	\$22,273 31

Oil and bone transhipped during the year 1854.

Sperm oil	20,806 gallons.
Whale oil	114,263 "
Whalebone	92,974 pounds.

Merchant vessels at the port of Hilo during 1854.

Four vessels; united tonnage, five hundred tons.

Whaling vessels at the port of Hilo during 1854.

	Vessels.	Tons.	Men.
American	80	29,898	2,468
French	2	1,014	68
Total	82	30,912	2,536

FRIENDLY ISLANDS.

A. VAN CAMP, *Consul.*

OCTOBER 1, 1855.

I have the honor to acknowledge the receipt of your circulars of October 8, 1853, and March 15, 1854, requesting answers to certain interrogatories.

From the fact of my consular district being situated upon islands where there is no established form of government, nor any head of affairs other than native regulations among themselves, I only deem it necessary, in answer to the former circular, to reply generally, that the natives of these islands, being at war among themselves, are not as yet sufficiently far advanced in civilization to select one of their number as a ruler. They carry on no manufactures or commerce of any kind; their immediate wants, for the most part, are supplied by the hand of nature, with scarcely an effort at culture.

The Samoan islands are and have, for a number of years past, been a place of resort for whale ships, mostly American, which come here for the purpose of obtaining wood, water, and supplies, such as yams, pigs, and poultry, which are obtained in abundance, and for which they give in exchange common cloths, calicoes, axes and hatchets, muskets and powder, at from 100 to 200 per cent. advance upon home cost.

There are no duties or taxes of any kind imposed, and the only dues that vessels of any nation are subjected to are an anchorage fee of \$6 and \$2 pilotage.

There was, a number of years since, a short treaty entered into between some of the principal native chiefs and Commodore Wilkes, of the United States Government Expedition, which has pretty generally been carried out.

The natives neither build nor own any ships other than large double canoes, which they use for purposes of fighting.

The circulating medium of the country are the coins of the United States, England, and France; and that mostly among foreigners. The mercantile establishments are limited to some five or six houses situated at this port, through which the business among the different islands is carried on.

The principal article of export is cocoa-nut oil, of which about 300 tons, valued at \$100 per ton, is annually exported to Sydney, New South Wales.

The rates of exchange between this port and the United States have not varied for twelve months. Whalers' drafts are 25 per cent. discount, and consular drafts are 35 per cent. discount.

The soil and climate of these islands are good, producing all the fruits peculiar to the tropics ; and indigo, cotton, nutmegs, tobacco, and sugar cane, grow spontaneously.

The native population of this group numbers, according to census, 33,000 inhabitants. It is decreasing rapidly. The greater portion is under the influence of the Christian religion. The foreign population of the group is estimated at about 200, of which about 50 reside at this place.

FEEJEE ISLANDS.

LANTHALA.

JOHN B. WILLIAMS, *Commercial Agent.*

Answers to queries of Circular of March 15, 1854.

AUGUST 15, 1855.

The aggregate value of goods of the produce and manufactures of the United States imported in the years 1851, 1852, and 1853, was as follows: In 1851, \$32,000; in 1852, \$54,000; in the first six months of 1853, \$39,000, and in the last six months, \$11,000; making for the three years a total of \$136,000.

The visits of ships-of-war of the United States to these islands, affording protection to the whaling interests, would cause an increase of American commerce.

ANSWERS.

FIRST SERIES.

1st. The treaty, or commercial regulations, made in 1840 by Commodore Wilkes with the principal chiefs of these islands, is not adhered to. It is disregarded in almost every point.

2d. Dependent solely on the chiefs of these islands, who can change them at pleasure.

3d. There are no privileges permitted to the commerce of other nations denied to the United States. The commerce of our merchants, more especially our whaleships, cannot resort here for supplies, which are to be had at trifling expense, on account of the outrages committed daily, (a) and no notice being taken causes the natives fearlessly to commit greater acts of violence.

To remedy these evils requires a ship-of-war to demand satisfaction and indemnification for injuries and losses by American citizens; until this be done, nothing permanent can ever be established. We seek redress on the coast of Sumatra and other places, and why not here?

4th. No port charges or other port dues levied on vessels of the United States or national vessels.

5th. Not applicable.

6th. The moneys, weights, and measures of all nations having trade with Feejee obtain here; United States citizens govern themselves by moneys, weights, and measures of our country.

The residue of this circular is not applicable to Feejee, with the exception of the 1st, 3d, and 7th interrogatories, viz:

1st. The wholesale and retail prices of all commodities shipped to the United States, com-

(a) See copy of return annexed.

mencing on the 1st of July last, were as follows: Tortoise shell, \$4 the pound; arrow-root, 2 cents the pound; cocoa-nut oil, 15 cents per gallon; gum, 2 cents per pound.

The residue of commodities go to Sydney, and Manila and China. Barter trade paid for in goods at 250 per cent. profit; biche de mar, (a) \$15 a picul in trade, \$10 a picul in cash, when obtained from Americans or Europeans, and \$8 a picul in trade to the natives.

3d. Mode and terms of sale, barter.

7th. The rates of wages are, employment on board ships obtaining biche de mar, tortoise shell, and oil: Boys, \$15; men \$20 to \$40, according to the value of their services; running in schooners, sloops, and cutters, \$4 to \$20 per month; carpenters' wages, \$2 50 to \$3 per day; clerk hire, \$1 50 per day; servants, \$5 to \$15 per month. Some pilots are employed at \$1 per day for six months, and some engage during the time the ship is employed in procuring biche de mar, shell, and oil—say ten months to fourteen months. Others receive as high as \$2 per day, all payable in trade, at large profits, in such goods as are specified in a list. Interpreters receive \$2 to \$5 per day. Endelo and pine timber is bought from the natives for \$1 in trade for one log, the trunk of one tree. Foreigners charge \$80 for the former, and, for the latter, \$70 per 1,000 feet when cut into boards or plank.

JANUARY 1, 1854.

I have the honor to inform you that the amount of property belonging to United States citizens destroyed through the instigation of Tui Viti, of Bau, was \$30,000, and that \$7,000 of

(a) As the term "beche de mer," or "biche de mar," occurs several times in this Report, the following account of it is condensed from Wilkes' "Narrative of the United States Exploring Expedition," (volume III, p. 218, *et seq.*) where a description of the article is found:

Biche de mar, or the sea-slug, is found among the Feejee group of islands, and belongs to the genus holothuria. When prepared it finds a ready sale in China, where it is used as an ingredient in rich soups. There are several varieties of the article, distinguishable both by shape and color, but more particularly by the latter. The valuable kinds are six in number, some of which are from two to nine inches in length, when cured, resembling crape. The kinds most esteemed are found on the reefs, in water from one to two fathoms in depth, where they are caught by diving. The inferior sorts are found on reefs, at low water, and are picked up by the natives. The motions of the animal resemble those of the caterpillar. It feeds by suction, and draws in with its food much fine coral and some small shells. Firewood is indispensable in the curing process, each picul of "biche de mar" requiring about half a cord of wood to cure it. This fuel is purchased from the chiefs, who sometimes furnish as much as twenty cords for a single musket. The usual price paid for the animals is a whale's tooth for a hog'shead; but they are also exchanged for muskets, powder, balls, vermilion, paint, axes, hatchets, beads, knives, scissors, chisels, plane-irons, gauges, fish-hooks, small glasses, flints, cotton cloths, chests, trunks, &c. Of beads, blue are preferred, and cotton cloth of the same color is most in demand. In the process of drying "biche de mar" loses two thirds both of its weight and bulk, and when cured resembles a smoked sausage. In this state it is sold by the picul, (133 pounds,) which brings from fifteen to twenty dollars. The "biche de mar" is sometimes carried to Canton, but more usually to Manila, whence it is shipped to China.

In order to show the profits which arise from the trade in the article, the following table, showing the returns of five voyages to the Feejee group, furnished by an American long engaged in the business, is appended to Wilkes' sketch:

Voyage.	Picul.	Cost of outfit.	Produce of sales.
First.....	617	\$1,101 00	\$8,021 00
Second.....	700	1,200 00	17,500 00
Third.....	1,080	3,396 00	15,120 00
Fourth.....	840	1,200 00	12,600 00
Fifth.....	1,200	3,500 00	27,000 00

A further profit, it is stated, also arises from the investment of proceeds in China.

that amount belonged to Chamberlains & Wests, merchants of Salem, left by their barque "Pilot," Captain Dunn, to purchase biche de mar and shell, to await his return from Salem.

This destruction, spoliation, and plunder of property would not have taken place if one of our ships-of-war had occasionally called here, once in six months, and at furthest not exceeding twelve months. Our commerce, more especially our whaling interests, are compelled to retire from this group of islands on account of not receiving any protection from our ships-of-war. Disturbances on board ships leading to mutiny with great difficulty can be suppressed. The presence of a ship-of-war would remedy all these evils.

The chief and inhabitants of Bau, (at present the controllers of this group,) who caused the destruction of property at Lavuka, live by the fruits of begging, theft, and robbing—one unbroken series of robberies and butcheries; and, in default of justice, these men escape.

The Feejeeans are not ignorant of the punishment due for crimes and offences; why, then, should they go unnoticed and unpunished? Tui Viti, of Bau, is a ship owner; and, as he and his people have the means, they ought to be made responsible and to pay for the destruction, plunder, and spoliation of property. I herewith enclose triplicate copies of the plunder and spoliation of property at Nukulan, and have the honor most respectfully to request that a ship-of-war may be ordered here to demand and insist on payment of the same. (a)

Our merchants have maintained a constant and increasing trade with Feejee from the year 1789. Our whaling merchants can supply their ships here at very small cost. Disbursements for one vessel for yams and all vegetables, pork and poultry, amount to only about \$56 in trade, invoice prices at home—saving the masters the trouble, the difficulty, and annoyance of drawing drafts on their owners, or discharging oil out of their ships. In the colonies of New Zealand, New South Wales, Australia, and Van Diemen's Land, the expenses are enormous for the same articles. The whaling interests of our merchants in this vicinity amount to not less than seven or eight millions of dollars.

There are no islands in Polynesia where the merchant who employs his ships in the whaling business can recruit his vessel so easy and at so small expense. For instance, 10 large whale's teeth will purchase 1,000 yams, weighing $1\frac{1}{4}$ tons, teeth valued at home at \$2 50 each; 6 pounds American vermilion will purchase 6,000 yams, weighing $7\frac{1}{2}$ tons; common sheath knives (American) will buy 600 yams; 2 yards of cotton or print, common article, are bartered for 200 yams; 1 common plane-iron, made of iron hoop, for 60 yams; 1,000 musket balls, (25 to the pound,) for 2,000 yams; 100 flints for 1,000 yams; 10 sheets of paper for 200 yams; for one small hatchet, costing at home 50 cents, 20 fowls; a hatchet for a pig; a piece of cotton or print, or a musket, or a keg of powder, or a pig of lead, &c., &c., for 10 pigs or hogs. Fruit and other provisions in proportion.

The French government have taken possession of and are now colonizing New Caledonia. The admiral, with four steamers and a frigate, arrived previous to November, 1853, and took possession in the name of the emperor of France, and hoisted the French flag on the island at Ballada. Fifty thousand immigrants were expected. Gold had been found there.

(a) In October, 1855, the ship-of-war John Adams visited the Feejee islands, when Tui Viti, the chief of Bau, entered into a solemn convention to pay \$45,000, in instalments, within two years, in products of the islands, on account of the destruction of American property, and pledged himself thereafter "to treat all Americans with justice and kindness, to protect them and their property when they might come to, or be cast away on, the islands, and to punish all who might maltreat them." In a return bearing date October 1, 1856, however, the consul states that "no steps had been taken towards the payment of the claims of the United States citizens in these islands," and requests the presence of another ship-of-war.

H A Y T I .

HAYTI.

PORT AU PRINCE.

JOSEPH N. LEWIS, *Commercial Agent.*

OCTOBER 15, 1855.

I have the honor to enclose several documents and specific answers to circular dated March 15, as far as I am able. The only change in the commercial system of this country is the issue of a new tariff regulating the levy of duties on merchandise imported, and the customs in general, a copy of which please find enclosed. I also enclose a copy of an ordinance regulating the maritime police of the different ports in the empire, and a copy of a decree concerning Haytien consuls in foreign countries. Decrees, royal orders, &c., all emanate from the "capital," but when once promulgated serve as a guide for the whole "empire."

ANSWERS.

FIRST SERIES.

1st. No treaty existing between the United States government and Hayti. If, however, such could be effected, I presume that the commerce, now most extensive, would be greatly benefitted by the same.

2d. I would say, in one respect, Hayti is very partially dependent for all sorts of provisions, so few articles are produced in the country. The people are indolent, although service is most abundant.

3d. The commerce of the United States now enjoys the same privilege as all other favored nations accredited by their respective governments, since the commercial agents have been tacitly acknowledged by Hayti.

4th. The port charges levied on the United States vessels are precisely the same as on all other nations having free intercourse with Hayti. National vessels are exempt, except when coming from a foreign country, and the fees then exacted are but trifling. A most arbitrary charge, \$25, exacted from all foreign vessels, is for anchorage, even if forced to cast anchor in the Haytien waters from stress of weather. Tonnage duty is paid only when the vessel is duly entered at the custom-house at the port of arrival.

5th. The transhipment of goods in foreign vessels is strictly prohibited, in order to promote the coasting trade. Commerce suffers in consequence.

6th. All American gold and silver is current, (save "California," rejected by the treasury,) and regulated according to the value of exchange, which varies according to the wants of specie. A quarter of the import duty is exacted in same. The difference in weight with the United States is about 8 per cent., and the ell is used for all measurement in lieu of the yard.

SECOND SERIES.

1st. It is rather difficult to form an idea of the retail prices, as they vary according to the scarcity of commodities.

2d. There are no rates of insurance hence. Freights are $37\frac{1}{2}$ cents to 50 cents, according to charter; for coffee, logwood, and other produce, in proportion; commission, $2\frac{1}{2}$ per cent., general charge.

3d. Produce is generally sold for cash, rarely on credit during the crop, and if so, at a much higher rate than the market price.

4th. The average rate of exchange is specified in the certified invoices from this port.

5th. The one-fifth on the coffee comprises the export duty—a most exorbitant and arbitrary charge on the part of the present government, and ruinous to the trade in general. Logwood and other produce are regularly tariffed, and also all the commodities exported and imported from the United States of America.

6th. No internal taxes are levied here for goods, as nothing is manufactured worth notice.

7th. The rate of wages for labor vary, there being no fixed rate, workmen charging whatever they please.

[Translation.]

ORDINANCE.

Faustin the 1st, by the grace of God and under the constitution of the empire emperor of Hayti, to all to whom these presents shall come, greeting: Having seen Article 42 of the law of the 13th November last, relative to the administration and the direction of customs, we have ordered, and do hereby order, as follows:

Art. 1. Our consular and commercial agents having charge of commercial matters in foreign countries, shall continue to visè invoices and manifests of merchandise exported to the ports of this empire until we shall replace them by consuls and commercial agents not to be engaged in commercial business.

Art. 2. The present order shall be printed and promulgated, and our ministers of foreign relations and of finance are charged, each in his appropriate sphere, with its due execution.

Given at our imperial palace, at Port au Prince, this 27th day of December, 1854, the fifty-first year of our independence, and the sixth of our reign.

By the emperor, &c., &c.

FAUSTIN.

CAPE HAYTIEN.

G. EUSTIS HUBBARD, *Consul*.

JULY 21, 1854.

I beg to transmit herewith answers to the questions contained in a circular bearing date of March 15, 1854, and a tariff of the export and import duties of Hayti.

ANSWERS.

FIRST SERIES.

1st. No treaty exists.

2d. The government of this island being an independent one, its commerce is governed by its own local laws and regulations, which are liable to be modified or changed at will by the emperor.

3d. The commerce of all nations having accredited resident agents is on the same footing; in the absence of such agents, an additional duty of 10 per cent. is levied on the amount of import dues and tonnage.

4th. All foreign vessels are taxed \$1, Spanish, per ton. The other port charges are but trifling, and will scarcely amount to \$10, for pilotage, interpreter's fees, water tax, stamps, &c. National vessels are not liable to any taxes or port charges other than pilotage.

5th. Foreign goods can be entered for export and taken away again by the vessel that brings them, without payment of duties, other than wharfage, as they must be landed and reshipped. The charge of wharfage is $13\frac{1}{2}$ cents per bbl.; on articles sold by weight, $13\frac{1}{2}$ cents per 100 lbs.; on boxes under 2 feet in length, $13\frac{1}{2}$ cents each, and over that, $26\frac{2}{3}$ cents each.

5th. Foreign vessels are not allowed to transport goods coastwise.

6th. The money in circulation is a depreciated paper currency, issued by the government and nominally guaranteed by the treasury, but without any specie basis, and depreciates more and more every year. In 1851 the dollar was worth an average value of about 8 cents; in 1852, of 7 cents; in 1853, of 6 cents; and at the present time of only about $5\frac{1}{2}$ cents.

The weights and measures in use are French, the pound being 10 per cent. heavier and the gallon 10 per cent. less than the American. The American foot is $\frac{5}{8}$ of an inch less than the French foot.

SECOND SERIES.

1st. *Market value of articles of export from Cape Haytien and Gonaives, July 1, 1854, with rates of export duty and tax.*

CAPE HAYTIEN.			GONAIVES.	
Articles.	Market value.	Export duty and tax.	Market value.	Export duty and tax.
Coffee.....	\$6 75 per 100 lbs..	40 cts. per 100 lbs..	\$7 25 per 100 pounds.....	40 cts. per 100 lbs.
Logwood.....	2 25 per 1,000 lbs	45 cts. per 1,000 lbs	2 75 per 1,000 pounds.....	45 cts. per 1,000 lbs.
Cocoa.....	2 70 per 100 lbs..	25 cts. per 100 lbs..	2 70 per 100 pounds.....	25 cts. per 100 lbs.
Mahogany.....	15 00 per 100 feet.	\$1 05 per 1,000 feet	75 to 2 50 per 1,000 feet..	\$1 05 per 1,000 feet.
Honey.....	20 cts. per gallon..	$\frac{5}{8}$ cent per gallon ..	20 per gallon.....	$\frac{5}{8}$ cent per gallon..
Beeswax.....	20 cts. per pound..	10 cts. per 100 lbs..	20 per pound.....	10 cts. per 100 lbs.
Salted peppers.....	5 00 per barrel..	5 cents per barrel..	.....	.....
Cotton.....	.....	.....	5 cents per pound.....	$22\frac{1}{2}$ cts. per 100 lbs.

2d. The rate of commission is $2\frac{1}{2}$ per cent. on purchase of produce for shipment. Insurance is generally effected under open policies in the United States, the premium being $1\frac{1}{2}$ a $2\frac{1}{2}$ per cent. Freight varies very much and is paid on the delivery of goods at the port of destination.

3d. Produce of all kinds is bought for cash.

4th. Rate of exchange or value of Spanish dollar in 1853 in Haytien paper: January, 14 Haytien dollars to \$1 Spanish; February, $14\frac{1}{2}$; March, $14\frac{3}{4}$; April, $14\frac{7}{8}$; May, 15; June, $16\frac{1}{2}$; July, $16\frac{1}{2}$; August, 16; September, 16; October, $16\frac{1}{2}$; November, $16\frac{1}{2}$; December, 16.

5th. Refer to tariff for rates of import and export duties.

6th. Refer to tariff for taxes, &c., on exports, as all imposts or taxes are collected through the custom-house at the time of exportation of produce or clearance of the vessel.

7th. Laborers get about 50 cents per day on shore, and 75 cents per day and food on board of vessels. Clerks from \$200 to \$500 per annum.

No price current sheets are published within this consular district.

AUX CAYES.

SIDNEY OAKSMITH, *Consul*.

JUNE 20, 1854.

I have the honor to acknowledge the receipt of your circular, dated March 15, 1854, and beg to submit the following answers to the queries contained therein :

The amount of goods imported into this district from the United States, as near as can be ascertained, amounted, in 1851, to \$225,000 ; in 1852, to \$230,150 ; and, in 1853, to \$275,350 ; making a total of \$730,500, paying duties to the amount of about \$18,262, all in United States currency.

ANSWERS.

FIRST SERIES.

1st. They are.

2d. Dependent solely upon the regulation of the government of this island.

3d. There are none.

4th. Port charges consist of : Tonnage dues, \$1 per ton, American currency ; pilotage, about 75 cents per ton ; fountain, 24 cents per ton ; doctor of the port, 24 cents per ton ; interpreter, 50 cents per ton. American vessels pay tonnage duties as per register ; vessels of other nations pay as per measurement. Vessels leaving without discharging cargo pay \$25 (United States currency) anchorage money. There are no port charges on national vessels.

5th. No foreign vessel is allowed to carry goods coastwise. They can be transhipped to a foreign port by being landed and entered for export. In this case they do not pay duty, but are subject to wharfage.

6th. The currency of the country is of no intrinsic value, being paper currency, issued as required by the government to defray its extravagances, and depreciates yearly in value, since 1851, at the rate of about 18 per cent. per annum.

There are no measures established by law.

There is 8 per cent. difference in the Haytien weight from that of the United States ; for example, 100 pounds Haytien equals 108 pounds United States.

SECOND SERIES.

1st. Average price of produce since July 1, 1853, at Aux Cayes :

Produce.	Quantity.	Haytien currency.	American currency.
Coffee.....	Per 100 pounds .	\$112	\$6 60
Logwood.....	1,000 pounds . .	50	2 94
Honey.....	Gallon.....	4	23½
Cocoa.....	100 pounds.....	50	2 94
Turtle shell.....	Pound.....	100	5 88
Beeswax.....	Pound.....	4	23½

2d. Insurance generally 1½ per cent. on invoice. Vessels chartered by the voyage for a round sum. Commission for purchasing 2½ per cent., and same for selling in the United States.

3d. All produce of the island invariably sold for cash, and goods imported from foreign countries sold on unlimited time.

4th. Exchange varies with the price of coffee, and rises or falls according to the supply and demand. For the past six months the Haytien dollar has averaged about \$18 to \$1 American currency.

5th. Duties on imported goods as per tariff, amounting to about 25 per cent. on invoice cost. For export duties refer to table annexed.

6th. Internal taxes: there are none.

7th. Wages: clerks, from \$3 to \$30 American currency, per month; day laborers, about 75 cents per day; agricultural laborers, about 74 cents per day; shipwrights, about 75 cents per day; sailors, in navy, about \$24 per month, and rations.

Rates of export duties.

Produce.	Quantity.	Haytien currency.	Exchange.
Cocoa.....	Per mil (a)----	\$50 10	\$18 00, equal to \$1 00 American currency.
Turtle shell.....	100 pounds---	25 11	
Honey.....	Gallon.....	12	
Beeswax.....	1,000 pounds--	21 10	
Logwood.....	1,000 pounds--	9 10	
Coffee.....	100 pounds---	7 01	

In addition to the export duty on coffee, the government demands one-fifth of all coffee shipped, for which they pay in bonds \$10 Haytien currency per 100 pounds, equal to \$2 22 American currency; said bonds they accept again in payment of duty.

(a) Per 1,000 pounds?

MEXICAN REPUBLIC.

MEXICAN REPUBLIC.

VERA CRUZ.

JOHN T. PICKETT, *Consul.*

JUNE 25, 1854.

I have the honor now to attempt a reply to your circular of March 15th, which duty would have been earlier performed but for ill health.

ANSWERS.

FIRST SERIES.

1st. A treaty of amity, commerce and navigation between the United States of America and the United Mexican States was concluded and signed by the plenipotentiaries of the two countries at Mexico, April 5, 1831, the ratifications of which were duly exchanged at Washington, April 5, 1832. This treaty having been suspended by the war between the two republics, was formally renewed and acknowledged by the treaty signed at Guadalupe Hidalgo on the second day of February, 1848, by which it was also unconditionally enforced for a period of eight years, each of the contracting parties reserving to itself the right at any time after the expiration of said period of eight years to terminate the same, by giving one year's notice of such intention to the other party.

The terms of this treaty are by no means faithfully adhered to on the part of Mexico, and I now proceed to specify in what points it has been or is about to be disregarded :

1. The letter and spirit of the treaty are violated by the new "navigation act," which is to be considered as having gone into operation yesterday.

2. It is violated by the special permits which have recently been granted for the importation of the goods at the ports of San Blas, Matamoras, and Mazatlan, under the "Ceballos" tariff, whilst merchants at all other ports are compelled to pay the higher duties imposed by the tariff of June 1, 1853; thus subjecting many American merchants to a very heavy and ruinous discrimination, it being impossible for them to compete with the favored individuals. This privilege was sold to an English house at Matamoras for and in consideration of a loan to the supreme government of \$100,000, in four instalments.

3. It is about to be violated by raising the circulation duty on specie coming down from the interior to 4 per cent.; whereas all previous mercantile transactions were based upon the 2 per cent. announced as the lawful rate by existing tariff, all alterations of which tariff being therein decreed to be lawful only after six months' public notice. This is also an *ex post facto* law, as the money now or about to be sent from the interior is in payment of goods purchased from the importers many months ago, and is designed for the benefit of the bankers in the capital who have been supplying the government with cash for some time past.

4. It has been and is being violated by the unlawful seizure and confiscation, under all manner of frivolous pretexts, of the goods imported by American merchants at this and other ports. In these cases some charge of an attempt to evade the revenue laws is, of course, trumped up; but, as the property confiscated is divided between the collector of customs and his subordinates, (even the government getting but one-half of its legitimate impost duties,) it will readily be supposed that a condemnation is easily had, especially as the power of arbitrary decision rests with the collector himself. When such cases are taken before the proper judicial tribunal at this place, the collector is invariably sustained; and, upon appeal to the superior court at Puebla, the decisions of the lower court are affirmed frequently, to judge from the informality, haste, and error displayed by the papers, without the cases being even looked into. These matters have come to my particular notice, in consequence of the protests which have been made before me, and I now dwell upon them, inasmuch as they will be grounds for future claims of American citizens against this government.

5. It is violated by heavy fines which are imposed by the collector of the customs here, without the least regard to justice, and in defiance of the rules and regulations of the existing tariff. * * * * And thus two of the American houses here are nearly ruined, and are endeavoring to wind up their business.

2d. The commercial intercourse of the United States within my consular district depends now solely on the regulations of the mother country, (*i. e.*, the capital.) Local legislation has nothing to do with it, except as regards a few unimportant harbor dues and municipal taxes imposed by the "ayuntamiento," (city council;) for a detailed account of which I beg to refer you to the report accompanying my No. 10.(a) The existing regulations are permanent in name, but may be regarded as temporary in fact, being liable to be changed at any moment by arbitrary decree, or utterly destroyed by "pronunciamento."

3d. There are no privileges permitted the commerce of other nations which are denied to the United States, nor are there any restrictions imposed on the commerce of other nations and not on that of the United States. It is understood that the Danish commercial treaty is the least favorable to Mexico;(b) but, practically, all nations may be regarded as on an equal footing. Mexico takes care to make no national distinctions, but she very frequently sells special privileges to individuals, as in the cases at San Blas, Matamoras, and Mazatlan, above cited. Here, at Vera Cruz, an immense amount of raw cotton is being imported from New Orleans, on the payment of about one-half the duty indicated by the existing tariff—"permits" to import that article at a greatly reduced rate having been granted to favored individuals for a consideration. The regular lawful duty is three cents per pound, but permits can now be bought up at second or third hand, authorizing its introduction at two cents per pound.

4th. For a full reply to this interrogatory, please see the lengthy report accompanying No. 10. American and Mexican vessels are on the same footing in Mexican ports, except as regards

(a) "Consular returns—Navigation."

(b) *Extract from treaty of amity, commerce and navigation between Denmark and Mexico.*

"ARTICLE FIFTH.

"No other higher duties shall be paid in the ports of Mexico for the importation or exportation of all merchandise from whatever country proceeding in Danish vessels, let them come whence they may, always provided such importation and exportation be legally permitted; nor in the States of his Danish majesty shall be paid any other duties for the importation or exportation of merchandise, from whatever country proceeding in Mexican vessels, let them come whence they may, always provided such importation and exportation be legally permitted, than are now paid, or are to be hereafter paid, by the same merchandise or effects when imported or exported in vessels of the most favored nation."

the coasting trade, and the right of entering into ports not declared "open."—(See articles 5 and 6 of treaty of 1831.) Although these articles were suspended for six years only, by additional articles to said treaty, nevertheless article 17 of treaty of Guadalupe Hidalgo (February 2, 1848) formally abrogates said additional article; consequently said articles 5 and 6 are in full force. But article 5 is now violated here in a very singular and plausible manner, of which I gave due notice in my last communication to the department. It consists in the exaction of an additional tonnage duty of one dollar per ton from all American vessels proceeding to the river Coatzacoaleo. The truly Mexican ingenuity with which this is done consists in the fact that the money is not exacted by, or paid to, the collector of customs, but is received by the agent of the minister of "Fomento," (development of public works, &c.,) who holds it in deposit for the benefit of the parties (Sloo Tehuantepec Company) holding the exclusive privilege to the navigation of said river; but no one here is so credulous as to suppose Sloo or his associates will ever receive one cent of this "deposit."

5th. The transshipment, in vessels of the United States, of goods from one Mexican port to another is not permitted. This would be to allow "coasting," which is a privilege guarded with great jealousy in this country. Permit me again to refer you to the lengthy report accompanying my No. 10 for further information. The transshipment (or rather reshipment, as duties must first be paid, this not being a port of deposit or "free port") in vessels of the United States of goods from a Mexican port to a foreign port is permitted, and without any particular privileges or restrictions

6th. The moneys, weights, and measures, known and in common use in my consular district, are the same as those established by the supreme law of the mother country, and by the phrase "mother country," both the capital (Mexico) and Spain are intended.

SECOND SERIES.

1st. Prices during the year commencing July 1, 1853.

Exports.	Prices first six months.	Prices last six months.	Export duty.	Remarks.
Specie	\$1 per 100 cts	\$1 per 100 cts	6 per cent.....	Export duty is charged (by decree of November 8, 1853,) on all animals, and products of dead animals, except goat skins; but only hides and skins are exported from Vera Cruz.
Cow hides	\$1 62½ to \$1 75 each	\$1 87½ to \$2 12½ each.....	21 cents each	
Calfskins.....	75 to 87½ cents each.....	87½ cents to \$1 each	10 cents each	
Goat skins.....	95 cents to \$1 per pair	\$1 per pair	Free	
Logwood	62½ to 68¼ cents per 100 lbs ..	62½ cents per 100 lbs	8 per cent. on a valuation	
Fustic	50 to 56½ cents per 100 lbs....	50 cents per 100 lbs.....	of 50 cts. per 100 lbs....	
Mahogany.....	1½ to 2 cents per foot	3 cents per foot	Free	
Cedar.....	1½ cent per foot	2½ cents per foot	do.....	
Cochineal	\$26 per 25 lbs	\$19 per 25 lbs	do.....	
Jalap	\$35 to \$40 per 100 lbs	\$38 to \$42 per 100 lbs	do.....	
Sarsaparilla.....	\$9 per 100 lbs.....	\$7 50 to \$8 per 100 lbs	do.....	
Tobacco	\$2 50 to \$5 50 per 25 lbs	\$2 50 to \$5 50 per 25 lbs.....	do.....	
Indigo	90 to 100 cents per pound	90 to 100 cents per pound	do.....	
Vanilla beans..	\$20 to \$60 per 1,000.....	\$25 to \$90 per 1,000	do.....	

2d. Rates of insurance, freight, and commissions.

Exports.	Insurance.	Freight.	Commissions.	Remarks.
Specie	Insurance ranges from 1½ to 3½ per cent., according to the nature of the goods and class and character of vessel by which shipped.	1 per ct., and 5 per ct. primage.	Commission for transacting all business with funds in hand is 2½ per cent.; otherwise, 5 per cent. On sales, a commission <i>del credere</i> of 2½ per cent is customary.	Freight and insurance is herein calculated at rates per New York sailing packets. The rates of freight per New Orleans steam packets are from 15 to 30 per cent. lower on merchandise, but on specie there is no reduction. Insurance to New Orleans on merchandise, from 25 to 50 per cent. lower; on specie, always the latter. There are no insurance companies in this country; shippers write to New York, or keep open policies.
Cow hides		20 cents each		
Calfskins		10 cents each		
Goatskins		\$2 per 100		
Logwood		To take cargoes of wood, vessels are usually charged by the ton.		
Fustic				
Mahogany				
Cedar		\$3 50 per bale of 200 lbs		
Cochineal				
Jalap				
Sarsaparilla		\$4 per bale of 200 lbs		
Tobacco		\$1 50 per bale of 125 lbs		
Indigo		\$3 50 per bale of 200 lbs		
Vanilla beans		\$2 per box of 900 lbs		

3d. Most articles are sold on a credit of 6 months, payable in the city of Mexico.

4th. Exchange varied during the year from 2 to 5 per cent. premium on New York. A premium of 2½ per cent. may be accepted as the true par.

5th. If this query relates to the *rate* of duties, I beg to refer you to the various tariffs now or lately in force in this country. If, on the other hand, it means the *amount* of duties accruing during a given period, I have to express my regret at being unable to answer it. An approximate answer, even, can be obtained only through the custom-house. By referring to my report of March 22d, I can, however, make up the following statement for the year 1852:

Exports upon which duties are levied.	Amount of such exports.	Rate of export duty.	Amount of export duty.	Amount of tonnage duty on American vessels.	Amount of import duty on goods in American vessels.
Silver and gold	\$409,172 38	3 per cent.	\$12,275 17	\$9,351 23	\$159,301 20. This amount is exclusive of consumption, municipal and internal duties.
Cow hides	3,793 hides	21 cents each ..	796 53		
			13,071 70		

Total import, export, and tonnage duties arising from American trade \$181,724 13.

Of the foregoing sum of \$409,172 38 silver and gold exported in 1852 only \$55,884 50, or about one-seventh the joint amount, was gold; and since then there is a still greater disproportion apparent. In the meanwhile the export duty on silver has been raised (as shown in table 1) from 3 per cent. to 6 per cent., whilst on gold it remains at the former rate.

Since the establishing of the steam mail line between New Orleans and Vera Cruz, trade has revived to a certain extent, and a table like the foregoing would, doubtless, exhibit double the amount of revenue accruing to the maritime custom-house from American traffic during our fiscal year 1853-'4.

6th. Please see the various tariffs (*“Aranceles Maritimas y Fronterizas de la Republica Mexi-*

cana')) forwarded to the department for the rates of internal taxation. All the articles exported from this place are free of internal taxes here, if shipped within a given time (generally forty days) after arrival from the interior. But there are municipal duties levied on some of the articles both at the place of growth and place of shipment; this tax varies considerably at the different points.

The following table exhibits the municipal dues levied at Vera Cruz:

Exports.	Amount of municipal dues levied.	Remarks.
Cow hides-----	12½ cents per 20 hides-----	These dues are levied by the <i>Apuntamiento Patriótico</i> , (the Patriotic City Council) for town purposes.
Logwood-----	12½ cents per 200 lbs-----	
Fustic-----	do-----	
Cochineal-----	12½ cents per bale of 200 lbs-----	
Sarsaparilla-----	12½ cents per bale of 150 to 200 lbs-----	
Tobacco-----	do-----	
Indigo-----	12½ cents per bale of 200 lbs-----	

7th. This query is best answered by simply stating that all service, with the exception of agricultural labor, which is cheap, is compensated at about 50 per cent. advance on the rates given in the Atlantic States of the United States. Merchants' clerks receive from \$600 to \$1,500, with board and lodging, (costly items here,) or say from \$1,200 to \$2,400 per annum, as it would cost them the difference did they not invariably live in their employers' houses.

The information called for by the circular is in all instances given in federal currency, weights and measures.

There are no "full and regular files of price current sheets" kept in this consular district.

The circular calls for "such further information of a general or particular nature as I may judge valuable, together with such suggestions as my experience leads me to think would be beneficial to the commerce and navigation of the United States." But it is almost useless to speak of either general or particular matters of a speculative nature, whilst such radical evils as those expatiated on in this, and many of my previous communications, exist. Now that the attention of Congress is directed to these matters it is to be hoped our commercial relations with all countries will be thoroughly revised and reformed. Certainly, we should have a new commercial treaty with Mexico at almost any price.

MONTEREY.

S. D. MULLOWNY, *Consul*.

AUGUST 8, 1855.

I have the honor to report the receipt of your circular dated April 24th, enclosing a circular seeking information, &c., in conformity to a resolution of the House of Representatives.

ANSWERS.

FIRST SERIES.

1st. The government of this consulate is in the hands of a revolutionary party, but, so far, without prejudice to American interests.

2d. The commercial relations are about being modified, but I cannot state any definite changes. The existing relations are temporary, on account of the revolution.

3d. There are no privileges permitted to other nations not allowed to the United States. There are no discriminations in favor of American commerce.

4th. There is no port in this consular district.

6th. The coins, weights, and measures are those of the mother country.

SECOND SERIES.

6th. The various internal taxes are about to be changed. As soon as possible the information will be forwarded.

7th. Wages for mechanics range from \$5 to \$12 a month; \$3 to \$4 per month, and a ration of corn, for peons. All necessary outlays are borne by the laborers.

TAMPICO.

FRANKLIN CHASE, *Consul*.

JUNE 17, 1854.

In obedience to the instructions contained in your circular letter of the 15th March last, I have the honor to transmit herewith answers thereto, as far as it has been practicable to obtain the information called for.

The privileges and restrictions which have governed the commercial intercourse between the United States and this port, have been in accordance with the following tariffs, which have been in force in this district during the periods hereinafter mentioned, that is to say, the tariff of 1845 was in force until the revolution of Colonel F. G. Casanova, which occurred on the 29th November, 1852, and on the 2d day of December next following he published his tariff, which remained in force until March 1, 1853, when the successor of Colonel Casanova published another tariff, known as that of Colonel Carlos Oronoz. The tariff of Oronoz continued in force until the 1st June, 1853, at which period the tariff of Ceballos, under date Mexico, January 24, 1853, was recognized by the authorities of this district, and governed until the 3d of August last, when the existing tariff of June 1, 1853, was enforced in all its parts on vessels arriving from the United States. All the above mentioned tariffs, with the exception of that of Ceballos, I duly forwarded to the Department of State.

The disorganized state of political and military affairs in this country between the years 1851 and 1853, gave rise to many abuses in the revenue department, each military commander assuming the right to regulate a tariff to suit the emergencies of his own jurisdiction; but none were carried to so great an extent as that of Avalos, in the department of Matamoras; the full particulars of which were set forth in the memorial addressed to the Hon. Daniel Webster, by the merchants of this city, under date 29th March, 1852, forwarded with my No. 30, and to which I beg leave to invite your attention.

Amount of imports from the United States during the following years, exhibiting the estimated amount of import duties thereon:

Year.	Amount of cargoes.	Import duties.
1851-----	\$273,704	\$205,278
1852-----	196,936	147,702
1853-----	843,564	632,673

ANSWERS.

FIRST SERIES.

1st. The ninth article of the treaty stipulations between the United States of America and the united Mexican States provides that the citizens of both countries, respectively, shall be exempt from compulsory service in the army or navy, nor shall they be subjected to any other charges, contributions, or taxes, than such as are paid by the citizens of the State in which they reside. In manifest violation of that article of the treaty, the Mexican government has imposed a direct annual contribution of \$2 upon each citizen of the United States residing in any part of the republic for a "letter of safety," which document is granted by the minister of relations. By a recent circular, emanating from the ministerial department, that impost is augmented from \$2 to \$4; the exaction of \$4 took effect on the 1st June of the present year.

2d. Mexico having achieved her independence from the mother country, regulates her own commercial intercourse with the United States. The present existing regulations depend altogether upon the exigencies of his Serene Highness, whose powers, according to the decree of the 16th December, 1853, are absolute.

The contingencies of changes rest upon the demands upon the treasury for military and civil expenses, and when there is a deficiency of funds they are generally supplied by special grants to some heavy capitalists, authorizing them to introduce large amounts of goods under a different tariff, or at liberal discounts for cash advances, to the extreme prejudice of the regular merchants.

3d. This interrogatory may be answered by the 1st article of the existing tariff, which admits the vessels of every nation at peace with Mexico on the same footing. Equal privileges and restrictions are also extended to foreign residents.

4th. Port charges on vessels of the United States are as follows:

Tonnage duty, per ton, \$1 50; pilotage on draught in, per foot, \$2 50; for one boat with six oars, \$8; pilotage on draught out, \$2 50; for one boat with four oars, \$6; stamps for entering and clearing, \$8 50; captain of the port's fees, \$3 50; hospital dues, \$10. National vessels introducing goods from a foreign port pay the same port charges as foreign vessels.

5th. Not permitted in either case.—(See article 2d of the Mexican tariff.)

6th. The moneys, weights, and measures, known in common use, are established by the supreme government, as per 12th article of the tariff of June 1, 1853.

SECOND SERIES.

1st. *Prices of commodities exported to the United States.*

Hides	each.....	\$1 50 to \$2 00	Sarsaparilla.....	pound.....	\$0 05 to \$0 06
Fustic	quintal.....	43½ to 50	Jalap	quintal.....	25 00 to 30 00
Goat skins.....	dozen.....	5 00 to 5 50	Istle(a).....	arroba, 25 lbs.....	0 75 to 1 00

2d. The rates of insurance upon merchandise are from 2 to 3½ per cent.; on specie, from 1 to 1½ per cent.; commissions for transacting purchases, with funds in hand, 2½ per cent., otherwise 5 per cent.; commissions on sales, guaranty, and stowage, 8½ per cent.

3d. Mexican commodities are invariably sold for cash on delivery.

4th. Exchange between this port and the United States has ranged as follows:

July, 1853, 5 per cent. premium; from August to December, 4 per cent.; from January to June, 1854, 3 per cent. premium.

5th. Rates and amounts of duties on exports to the United States, from July 1, 1853, to May 24, 1854, have been as follows :

Specie.....	\$363,221.....	duty 6 per cent.....	\$21,793 26
Hides.....	10,525.....	do..21 cents each.....	2,210 27
Fustic.....	2,820...quintals...do..	4 cents.....	112 80
Total amount of export duty			<u>24,116 33</u>

The aggregate value of foreign and domestic goods imported from the United States, from the 1st of July to the 24th May, 1854, was \$229,670, on which the rates and amounts of duties were as follows :

Duty, import, estimated at 75 per cent.....	\$172,252 50
Duty, consumption and municipal, 32½ per cent	55,982 06
Duty, international, 25 per cent.....	43,063 12
	<u>271,297 68</u>

6th. The internal taxes are the consumption, municipal, and international duties, as per statement in the preceding answers.

7th. The rates of wages in the various branches range as follows :

Ship-carpenters, per day, from \$3 to \$3 50 ; house-carpenters, (American,) per day, \$2 50 ; house-carpenters, (Mexican,) per day, \$1 50 ; bricklayers and plasterers, per day, \$2 50 ; stone masons, (American,) per day, \$2 50 ; stone masons, (Mexican,) per day, \$1 50 ; common laborers, per day, 62½ cents ; good house servants, per month, \$10 ; inferior house servants, per month, \$4 to \$8 ; country hands, per month, \$6, and one ration of corn per day at the rate of 9 cents ; blacksmiths, per day, from \$3 to \$3 50.

Price current sheets are not published in this place.

DECEMBER 31, 1854.

I have the honor herewith to transmit my semi-annual return of the American commerce with this port, and also my annual return of American and foreign trade, together with the usual account of fees.

A glance at the annual return will convince you that up to the present time England enjoys the greatest share of the commerce in this district, which may be principally attributed to the following causes :

Previously to the year 1837 the principal markets in this republic were supplied with the coarse cotton fabrics of the United States, and from which our countrymen derived a lucrative business ; but the envy of the British diplomacy, acting in concert with the wealthy Mexican manufacturers and British merchants, suggested to the minister of finance a scheme which excluded all such goods from the Mexican markets by a limitation of thirty threads to the square of one quarter of an inch, Spanish.

The British minister knew that the manufactories in the United States were not prepared to weave such fine textures, and, in substitution of the American goods, the Mexican markets would be supplied by the finer fabrics from Great Britain. This proposition was gladly accepted, and a decree was published under date May 23, 1837, by which it was ordained that prints, white (a) and coarse, which numbered in the warp and weft not less than thirty threads in the

(a) White and brown sheetings composed of cotton.

square of one quarter of an inch, Spanish, could only be admitted in any of the Mexican ports, and that any goods found to contain less than that number of threads would be confiscated; besides, the owner or consignee would be liable to a fine to the full amount of the market value of said goods. This restriction was continued until the revolution of 1852.

The present tariff admits the importation of coarse cotton goods, but under such high rates of both import and consumption duties as to amount to a prohibition.

From the date of the above mentioned decree our commerce has been shackled with other restrictive decrees, until it has dwindled down from the annual import amount of \$1,441,600 to \$260,369; the former being the amount of imports from the United States during the year 1837, and the latter the amount of imports during the present year.

The exports hence to the United States during the year 1837 amounted to \$1,283,157, whereas the returns of the present year only amount to the sum of \$208,571.

In 1834 the total amount of specie from this port was, by official returns, \$9,165,178, of which over \$2,000,000 went to the United States, the balance went to Europe.

In making this summary report of our commercial affairs with this country, I am impressed with the belief that this is a favorable moment to bring it back to its former importance by a renewal of negotiations, stipulating for the free admission of the growth and manufactures of the United States, under low rates of duties, both import and consumption, granting to Mexico such favors as your superior judgment may deem advisable.

Another serious drawback to the commercial intercourse between this port and the United States is the want of direct steam conveyances. The geographical position of Tampico has many advantages over any other port in the republic, in consequence of its proximity to San Luis Potosi, where goods can be sent at 50 per cent. less in the charges of freight than from Vera Cruz, and San Luis being the key to all the principal places in the sections of the country whose commerce is supplied with foreign goods, and the spot where the goods meet from the States of Durango, Jalisco, Guanajuato, and Zacatecas, these being the principal mining States in the republic.

Gross return of American and foreign trade at the port of Tampico during the year ending December 31, 1854.

Nations.	ARRIVED.				DEPARTED.			
	Number.	Tons.	Crews.	Value of cargoes.	Number.	Tons.	Crews.	Value of cargoes.
American vessels	22	2,975	190	\$260,369	23	3,091	197	\$208,471
Mexican. ..do.....	43	2,764	303	216,700	47	2,650	296	61,890
Spanish ..do.....	3	285	25	66,100	3	285	25	26,450
French.....do.....	14	2,100	142	530,382	15	2,106	152	-----
English.....do (a)	5	895	51	493,140	5	895	51	238,000
Danish.....do.....	3	280	20	111,335	3	280	20	900
	95	9,299	731	1,678,026	96	9,407	741	535,711

(a) There were 12 arrivals and departures of English packets, bringing to Tampico 3,431 quicksilver flasks, and taking thence cargoes of an aggregate value of \$3,459,061; which, added to aggregate value of other outward cargoes, makes a total of \$3,994,772.

ACAPULCO.

CHARLES L. DENMAN, *Consul*.

NOVEMBER 19, 1854.

I have the honor to submit the following report, being a reply to "Circular" dated March 15, 1854.

Regarding the average aggregate value of exports to each country for the years 1851, 1852, and 1853, of articles of growth or manufacture of the United States, with the average amount of duties accruing to each country, I am unable to obtain any statistical information upon the subject other than that the acting collector of the custom-house, as also the acting captain of the port, have informed me that for the years as specified no American vessels have either arrived in this port or cleared from the same, except such vessels as were freighted with coals for the consumption of the Pacific Mail Steamship Company, and they clearing from this port in ballast.

ANSWERS.

FIRST SERIES.

1st. The treaties between the republic of Mexico and the United States have not, in my opinion, been strictly adhered to, when reference is made to the arrest of the American citizens, Augustus Ionan and others, more recently that of Judge Rose, bearer of despatches, as also the blockade of the port. Aside from these cases, the "treaties" have not been disregarded.

2d. There is no commercial intercourse between this port and the United States, that is to say, no shipment of merchandise is made to or from this port. The present regulations, which consist in the port having been declared free to "whalers," as also for the importation of articles known as contraband in the tariff, subject to duties—this being the order of General Ionan Alvarez, the commander-in-chief of the revolution—may only remain in force during the existing state of affairs.

3d. The United States enjoy the same privileges which are permitted to the commerce of other nations, except other nations should have "treaties of commerce" which have not come under my observation.

4th. For port charges, see annexed translation No. 1.

5th. Regarding the transshipment of merchandise, see annexed translation No. 2.

6th. Regarding moneys, weights and measures, see, also, annexed translation No. 2.

SECOND SERIES.

1st. There have not been any exportations from this port since July last. No "price currents" are published in this port. For a list of the wholesale prices, see translation No. 3 annexed; no fixed prices at retail are established.

2d. No insurance can be effected in this port. Freights, when wanted, are the same as those charged in San Francisco. Commissions usually charged are 5 per cent.

3d. The modes and terms of sale are cash and credit.

4th. The rates of exchange, as a general rule, are 3 per cent.

5th. See tariff.

6th. The following are the only taxes levied: For the municipality a tax of $12\frac{1}{2}$ cents on every package, large or small, imported; 25 cents on every 300 pounds of sugar exported, this

being about the only article of exportation; a tax on beef cattle, 50 cents; on hogs, 12½ cents; sheep, 6¼ cents per head. This tax is paid by the vender.

7th. The rates of wages are as follows: Clerks, from \$30 to \$70 per month; mechanics, of all classes, from \$2 to \$3 per day; common laborers, from 75 cents to \$1 50 per day; "matriculars," discharging and loading vessels, \$2 per day; stevedores, \$4 per day; servants, from \$6 to \$8 per month.

In regard to such suggestions as might lead to results beneficial to the commerce and navigation of the United States, I would respectfully state that, should the "liberal" party in the present revolution be successful, it would have a tendency to bring about a commercial intercourse with this port, from the fact that the laws adopted by the head of the revolutionary party are more in accordance with the present age than those of the existing administration. Should this not be the case, if by treaty the United States could obtain the privilege of the coasting trade, the results would be highly beneficial to both countries. I will here add that the duties as prescribed, as also all orders emanating from the present administration, are totally disregarded, and provisions of all descriptions at this present time are admitted free of duties or taxes.

[Translation No. 1.]

REGULATIONS

For the collection of pilotage and for the guidance of the captains of the ports in all the ports of the republic.

PILOT DUES.

1. All vessels, foreign and national, from foreign ports shall pay for pilotage at their entrance as well as at their clearing, in the ports of Matamoras, Tampico and Tabasco, for each foot of draught \$2 50; in all other ports open to foreign trade \$1 75.

2. The same vessels shall pay for the pilot's boat \$6 in the first three ports as aforesaid, and \$3 in the others; but in case that, through bad weather, more than four oars should be required, one dollar more for each oar that may be used will be charged.

3. The vessels-of-war, national and foreign, shall pay the same dues, but only in the case of their calling or receiving a pilot on board.

4. Merchant vessels on the coast trade shall pay for pilotage \$4 at their arriving or clearing from any port only in the case set forth in the foregoing article; but foreign vessels, either sail or steam, which by special privilege may run to the ports of the republic, shall, notwithstanding this, pay the pilotage as assigned in article first, unless by official dispensation, expressed so in the privilege or corresponding orders, they may be exempt from it.

5. If, after the pilot having brought to anchor any vessel in safe anchorage, her captain should, previous to the corresponding permit, desire to change and better his anchorage, and for the purpose should take a pilot, he shall pay \$4; but if the pilot should have brought to anchor the vessel in unsafe anchorage or in a manner that damage might result, he shall be obliged to better the anchorage without any charge to the vessel.

6. To the private steamers, for towing in or outside of the bars, such amount shall be paid as may be agreed upon by the owners, captains or consignees of the vessels towed; but the captain of the steamer shall be obliged to take the pilot on duty, the captains of the ports collecting the pilotage respectively, but not that assigned to the boat.

Captains of the port's fees.

7. Office fees of the captains of the ports, which are to be collected in any of the ports of the republic: To merchant, national, and foreign vessels, under charter, \$3 50; to merchant national vessels in the coasting trade, of more than 30 tons, \$3 50; to the same as pilots' boats, or any small vessel under 30 tons, \$1; to launches, scows, &c., of more than 10 tons, on the coasting trade, 50 cents; to the same description of vessels of less than 10 tons, 25 cents.

8. These fees shall not be collected from vessels of war, either national or foreign, nor from fishing boats, launches, &c., which may run into the inlets or the harbor itself.

Bills of health.

9. The captains of the ports, as natural members of the medical body of health, shall take care that for the bills of health given by the said board no more shall be collected than on foreign and national vessels to foreign ports, \$4. On national vessels to the ports of the republic, \$2; on the same from one port to another, in the same State, \$1.

[Translation No. 3, (a)]

Wholesale prices current for the market of the port of Acapulco, November 17, 1854.

Cottons—*Grey shirting*.—American shirting, 28 inches, $12\frac{1}{2}$ cents per yard; American shirting, 36–37 inches, 14 cents per yard; English shirting, 24–25 inches, $12\frac{1}{2}$ cents per yard; English shirting, 28–30 inches, $12\frac{1}{2}$ cents per yard; English shirting, 33 inches, 13 cents per yard; English shirting, 36 inches, 14 cents per yard.

White shirtings.—Fine white, 28–30 inches, $12\frac{1}{2}$ cents per yard; fine white, 32–33 inches, 13 cents per yard; fine white, 34–36 inches, $13\frac{1}{2}$ cents per yard.

Cambric muslins, &c.—Cambric, white, 20 yards, \$5 50 per piece; cambric, colored, 28 yards, \$5 50 per piece; muslin, white, 28 yards, \$5 50; muslin, fancy printed, 24 yards, \$5 per piece; muslin lappits, 10 yards, \$3 per piece; muslin jaconets, 12 yards, \$3 50 per piece.

Prints.—Ordinary, \$3 75 per piece; fine, \$5 per piece; Turkey, red, \$5 50 per piece; mourning, \$5 per piece; navy blue, white, \$4 per piece; shirting stripe, \$5 per piece; furniture chintz, 25 cents per yard; French prints, 25 cents per yard.

Thread.—White, 2-cord, $\frac{28}{100}$, \$1 per pound; white, 3-cord, $\frac{50}{100}$, \$1 $12\frac{1}{2}$ per pound; white, in reels, $\frac{50}{100}$, \$4 50 per gross.

Sundries.—Ginghams, 25 cents per yard; ticking, 25 cents per yard; drills, brown, 28-inch, 18 cents per yard; fringes, colored, \$3 per piece; checks, black and white, 13 cents per yard; velveteens, blue, \$1 25 per yard.

Provisions, &c.—Rice, Carolina, \$4 per 100 pounds; sugar, loaf, \$3 per 25 pounds; coffee, 20 cents per pound; cassia, 36 cents per pound; pickles and sauces, \$4 per dozen; black tea, $62\frac{1}{2}$ cents per pound; green tea, \$1 50 per pound; flour, none in market, regular price \$16 66 per barrel; linseed oil, \$3 per gallon; ale, in bottles, \$5 per dozen; vinegar, \$3 per dozen; spades, \$12 per dozen; cedar planks, \$1 25 per each board; earthenware, crate, \$18 per crate; wax, white, \$80 per 100 pounds; shovels, with handles, \$6 per dozen; lumber, foot, \$60 per 1,000; paints of all colors, \$14 per 100 pounds; gunpowder, 75 cents per pound; straw hats, \$36 per dozen; candles, sperm or adamantine, 75 cents per pound; tumblers, common, \$2 per dozen; Brazil wood, \$2 per 100 pounds; corn, \$3 75 per 241 pounds.

(a) Translation No. 2, tariff of Mexico, omitted.

MAZATLAN.

CHARLES B. SMITH, *Vice Consul*.

APRIL 24, 1857.

Answers to queries of the Circular to Consuls of March 15, 1854.

The imports from the United States are very small, consisting mostly of quicksilver from San Francisco, some machinery to work the mines, a few potatoes. Most of the merchandise is re-shipped from Europe, the trade being mostly confined to Mexican vessels, on account of the bounty of \$4 per ton allowed by the Mexican government to vessels engaged in the coasting trade.

United States domestic goods find more ready sale here on account of their superior quality. The trade is entirely in the hands of the European merchants, and the custom of the government and officials of remitting a large portion of the import duty prevents American merchants and manufacturers from successfully competing with them.

ANSWERS.

SECOND SERIES.

1st. *Wholesale prices:* Dyewoods, \$1 25 per cwt. ; raw hides, \$1 50 each ; Indian corn, \$3 per 400 lbs. ; salt from Carmen Island, \$5 per ton.

2d. Insurance 1 per cent. ; freights to San Francisco—dyewoods, \$20 to \$25 per ton ; raw hides, \$20 per ton ; Indian corn, \$15 per ton ; salt, \$10 per ton.

3d. Bought by exporters, it is presumed, for cash.

4th. Exchange on San Francisco—10 per cent. premium on American gold eagles ; drafts 4 per cent. discount.

5th. Indian corn and salt, 20 per cent. ; hides and dyewoods, 5 per cent.

7th. Ship carpenters, \$3 per day ; farm laborers, 50 cents per day, and found.

8th. “Long-shoremen,” \$1 50 per day, and found.

PASO DEL NORTE.

DAVID B. DIFFENDERFFER, *Consul*.

JANUARY 8, 1855.

In answer to the circular to consuls of March 15, 1854, I have the honor to reply, that for the years 1851, 1852, and 1853, the aggregate value of the exports from the United States to Mexico, through this port, of articles the growth, produce, or manufacture of the United States, was about \$150,000, on which was paid for duties in Mexico about \$60,000.

ANSWERS.

FIRST SERIES.

1st. The terms of treaties are faithfully adhered to.

2d. The commercial intercourse with the United States is dependent on the regulations of the central government, and fixed for an indefinite period.

3d. All nations are upon an equality.

4th. None.

5th. None.

6th. Moneys, weights, and measures are the same as established by the supreme law of the nation.

The following statement gives the wholesale and retail prices, with the terms of sale, of the leading exports at Paso del Norte:

Wine, wholesale \$1, retail \$1 50 per gallon; brandy, wholesale \$1 25, retail \$2 per gallon; sugar, wholesale 25 cents, retail 37½ cents per pound; soap, wholesale 25 cents, retail 50 cents per pound; corn and wheat, wholesale \$1, retail \$1 25 per bushel; straw hats, wholesale \$7, retail \$9 50 per dozen; rebosas, wholesale from \$6 to \$80, retail from \$9 to \$250, per dozen; dried fruit, wholesale \$4, retail \$6, per bushel. Terms of sale, 3 months' credit.

7th. *Wages*.—Carpenters, per day \$1, per month \$30; bricklayers, per day \$2, per month \$45; blacksmiths, per day \$2, per month \$45; tailors, per day \$1 50; farm laborers, per month \$8; day laborers, 37½ cents; servants, male, per month \$6; servants, female, per month \$2 50.

TEHUANTEPEC.

S. C. PILKINGTON, *Consul*.

DECEMBER 9, 1854.

In reply to the queries in the circular of March 15, 1854, I would answer, that there is as yet no trade nor commerce at this point, and that the necessity for a consulate is prospectively dependent for its importance upon the construction of the projected road, and upon that alone. The resources of the country are great, though undeveloped. All the great agricultural staples are grown at little expense or labor. The climate is remarkable for its regularity and healthfulness. Since the 10th of May, the thermometer has never stood higher than 97° or lower than 78°; from May till September the average was 88°; from 1st of September to this date the average has been 82° 30'. Where lands can be irrigated, there is no regularity in the time of planting; the rule is the convenience of the planter. Corn, cotton, coffee, cochineal, cocoa, sugar, rice, indigo, tobacco, and vanilla, are cultivated successfully, yet the government will not allow its public lands to be settled by either natives or foreigners; and whilst it keeps the ports closed to foreign or coasting trade, lays a heavy tax upon the internal trade.

Under a government apparently so blind to the true interests of its subjects, and with a people so wanting in energy, there can be no progress; they must ever remain poverty-stricken.

Hence, I repeat that the propriety of continuing the consulate at this point is dependent solely upon the road, which is, at present, not in progress of construction. A few miles of the grading for the plank road was completed last spring. Since then the contractors have sent no money; the work is discontinued for the present, but the engineer assures me that the cessation is temporary.

MINATITLAN.

JAMES A. PLEASANTS, *Consul*.

JUNE 28, 1855.

I have the honor to acknowledge the receipt of your circulars of the 8th of October, 1853, and 15th of March, 1854, and answer the queries as follows:

ANSWERS.

FIRST SERIES.

1st. There is no treaty of commerce between the United States and Mexico.(a)

2d. The port of Minatitlan is not a port of entry ; all vessels being obliged to enter first at Vera Cruz, whence they clear for this port to load with mahogany, the only article exported from this place. For the privilege of coming here they pay at Vera Cruz \$1 per ton. They are measured at that port by the competent authority. The above regulation is by order of the supreme government, and dependent on its will.

3d. No privileges are allowed other nations which the United States do not also enjoy, and no restrictions are imposed on other nations which are not also on the United States.

4th. The port charges here are 12½ cents per ton levee dues, and \$1 75 per foot pilotage. National vessels pay the same. Foreign vessels, on clearing, are given a bill of health, which costs \$4.

5th. No foreigners are allowed to engage in the coasting trade, nor carry freight of any kind from one Mexican port to another. They are allowed to carry passengers.

6th. The weights and measures used here are the same as used in all Mexico.

SECOND SERIES.

1st. The only article exported from this place is mahogany, which is sold at \$15 per ton of 40 cubic feet. It pays a municipal export tax of 18½ cents per ton.

2d. The rates of insurance, freight, commissions, exchange, &c., cannot be ascertained here, all these matters being settled in Vera Cruz.

3d. The sales are on private terms.

5th. The government has no export duty on products of the soil. No imports are allowed at this port from foreign countries.

7th. Mahogany cutters are paid \$8 a month, and boarded ; agricultural laborers are paid from \$4 to \$5 a month, and boarded. Personal service in commerce and trade is nominal.

No price current or newspaper is published here. The limited commerce of this place has sprung up within the last five years, and all founded on the idea of a railroad being built to the Pacific. The climate is very unhealthy ; fevers prevail the year round. This applies more particularly to this portion of the isthmus. Back from the seacoast it is somewhat more healthy. The isthmus produces corn, sugar, coffee, tobacco, rice, *istle*, (a species of manilla,) and all the tropical fruits in abundance. Sarsaparilla, gum copal, Jesuits' bark, India rubber, and a variety of medicinal herbs, exist in large quantities. Cattle, horses, mules, and sheep are raised in large numbers. Ship timber can be had of the best quality.

In regard to the circular of October 8, 1853, I must state that the queries in relation to ship building, sailors in merchant service, &c., cannot be answered, as no vessels were ever built or owned here, and none of the population follow seafaring. The commerce of this place is carried on in canoes, the trade being all inland. There is no hospital here, and no quarantine.

I am not aware of the publication of any books or pamphlets in relation to any of the topics contained in the queries. Such information as is contained in this, I procured from the alcalde; captain of the port, &c.

CENTRAL AMERICAN STATES.

CENTRAL AMERICAN STATES.

COSTA RICA.

PUNTA ARENAS.

MARQUIS L. HINE, *Consul*.

NOVEMBER 9, 1854.

At length I have the honor of complying with the instructions of the circular to consuls of 15th March last, the documents and information therein specified being enclosed herewith.

In the commercial and customs regulations, as now published, some important modifications have been introduced, tending to simplify and facilitate this class of operations.

The system adopted here of levying duties by weight, without any discrimination as to the quality of goods, operates disadvantageously upon American productions, which, as a general rule, are heavier than the same class of European manufactures.

The new tariff will be in force on the 15th of December next, and will not materially change the amount of duties collected on importations from the United States.

ANSWERS.

FIRST SERIES.

1st. No instance has come to my knowledge of a direct violation of the treaty of amity and commerce existing between the United States and this government. Indirectly, the said treaty has been repeatedly violated.

2d. The commercial intercourse of the United States with Costa Rica is dependent solely upon regulations emanating from the general government; and the present existing regulations are permanent, subject, however, to such modifications, from time to time, as circumstances may render expedient in the judgment of the "supreme government."

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States, neither are there any restrictions imposed on the commerce of other nations with which treaties have been concluded, and not on that of the United States.

4th. The amount and character of the port charges levied on vessels of the United States are as follows: 6½ cents per ton, light-house dues; \$1 for each one of the crew and passengers, hospital dues; and \$3 from each vessel for port captain's fees, entry, clearance, and the apprehension of deserters. The same charges are levied upon national vessels; but any vessel, whether foreign or national, may compromise the amount of the light-house and hospital fees by the payment of \$25 annually, in advance.

5th. The transhipment of goods, in vessels of the United States, is permitted to any port, with no privileges or restrictions whatever.

6th. The moneys, weights, and measures, known and in general use in the ports of this consulate, are those established by the supreme law of the country, and in general use throughout Central America.

SECOND SERIES.

1st. *Price current of commodities exported to the United States.*

Coffee.....	per cwt.....	\$8 00 to \$10 00
Lumber, cedar, and mahogany	per M feet..	45 00 to 50 00
Sarsaparilla.....	per cwt.....	14 00
Hides, dry.....	per cwt.....	6 50 to 7 00
Turtle shell.....	per pound.....	4 50
Old copper.....	per cwt.....	15 00

2d. *Freight*: To Atlantic States, \$25 per ton; to California, (coffee,) \$20 per ton; lumber, to California, \$10 to 12 per ton.

Insurance: 3 per cent.

Commissions: Purchase, receipt, and shipment, 5 per cent.

3d. In most instances, cash on delivery. Cash in advance with a reduction of price equivalent to the interest on amount advanced. Exchange for imported merchandise.

4th. One hundred cents to the dollar; in one instance 5 per cent. premium was paid. Very few transactions.

5th. Duties on exports to and imports from the United States are as follows:

Exports: Coffee, 25 cents per cwt.; timber, (12 inches square and upwards,) 5 cents per cubic foot.

Imports: On general merchandise there are no duties, Punta Arenas being a free port, and the introduction of goods from the ports on the north coasts very limited, in consequence of the difficulties and expense of transportation. Tobacco and gunpowder are government monopolies, and can only be disposed of to the government and landed in deposit at the government stores. Spirits are liable to a duty on landing of $6\frac{1}{4}$ cents per 25 pounds gross weight, being for storage in the government stores, on arrival, previous to being removed to that of the consignee, who is required to pay a tax of \$300 per annum for the privilege of selling by wholesale or retail.

6th. The internal taxes levied on goods introduced to the interior of the country amount to an average of 25 per cent. on the invoice value, and is charged at so much per pound, or cwt., on the gross weight of the introductions.

7th. Rates of wages are as follows: Clerks, \$500 to \$1,500 per annum; engineers, \$1,000 to \$1,500 per annum; millwrights, \$5 per day; carpenters, \$3 50 per day; blacksmiths, \$2 to \$3 per day; seamen, \$25 per month; laborers, 75 cents to \$1 per day.

No price current sheets have ever been published in this consular district.

HONDURAS.

OMOA AND TRUXILLO.

A. FOLLIN, *Consul*.

JUNE 30, 1854.

In reply to the interrogatories contained in the circular of 15th March, 1854, I beg leave to submit the following—

ANSWERS.

FIRST SERIES.

1st. To the present moment no treaty of commerce exists between the United States and Honduras.

2d. The very small commercial intercourse between the United States and Honduras is, at present, dependent on local regulations, liable to alteration on change of government.

3d. There is no difference in the privileges conceded to the United States and other nations.

4th. On all foreign vessels a duty of \$1 per ton ; on vessels owned by citizens 25 cents.

5th. Both foreign and national vessels enjoy the same privileges.

6th. The silver dollar of 100 cents. The value of the copper dollar coined in the country varies. As for weights, the pound contains 16 ounces ; the arroba, 25 pounds ; and 4 arrobas are equal to 1 quintal. Liquid measure is the same as in the United States. In long measure, the vara, which contains 34 inches.

SECOND SERIES.

1st. The commodities exported to the United States from the ports of this consulate during the period mentioned, paying no duty under existing laws, are : Ox hides, deer skins, sarsaparilla, indigo, mahogany, tobacco, gum-elastic, fustic, Brazil wood, coffee, sugar, bullion, minerals, and fruits.

2d. All insurances are made either in England or in the United States. Freights vary according to circumstances. There is no fixed rate of commission, it varies from $2\frac{1}{2}$ to 10 per cent.

3d. Cash or barter.

4th. There are no rates of exchange.

5th. No duty on exports. On imports from the United States 20 per cent. on tariff valuation, with the additional charge of $12\frac{1}{2}$ cents on every 26 pounds weight, and also a road tax on imports of 50 cents on every package of dry goods, 25 cents on every barrel, and $12\frac{1}{2}$ cents on all boxes so imported. The duty on imports may be calculated on an average of 40 per cent. on all provisions, liquors, &c., and 22 per cent. on dry goods.

6th. There exists no internal tax.

7th. Labor is paid for at from 75 cents to \$1 per diem. Porterage 25 cents per cart load of 5 packages. At Truxillo there are no drays. The price for the load of two men, who carry about 250 pounds, is the same.

There are neither price current sheets nor documents of any kind connected with commerce printed in the State.

SOUTH AMERICAN STATES.

SOUTH AMERICAN STATES.

NEW GRANADA.

CARTAGENA.

RAMON LEON SANCHEZ, *Consul*.

OCTOBER 10, 1855.

I have to acknowledge the receipt of the circular from your department, dated March 15, 1854, which I answer in the order of the questions therein contained.

ANSWERS.

FIRST SERIES.

1st. There exists a treaty of commerce between the United States and this republic, which, within this consular district, has been faithfully observed. •

2d. The commercial intercourse of the United States with this republic depends on the regulations of the general government. Congress enacts all laws on the subject, and their duration has generally no fixed period ; they can be altered whenever judged expedient.

3d. No privileges are granted to the commerce of other nations which are not accorded to that of the United States. All are admitted on equal terms.

4th. The port charges here are as follows : 40 cents per ton on the first 100 tons burden, and 20 cents per ton on the excess ; \$11 pilotage, and \$6 40 visit fee. The tonnage duty and visit fee are only paid at the first port of arrival. At all other ports that the vessel may touch at only pilotage is paid. Whaling vessels touching for water or provisions pay only ten cents per ton measurement of this country, which may be estimated at one-third less than that of the United States. They are also subject to pilotage, visit, and interpreter's fee. Vessels in distress, or requiring repairs, may land their cargoes in bond, and, when ready, re-ship without incurring tonnage duty. The landing of any portion of the cargo for consumption subjects the ship to the tonnage duty. National vessels are placed on the same footing as foreign vessels.

5th. American vessels can participate in the foreign and coasting trade on the same terms and conditions as New Granadian vessels. American steamers, and all other foreign steamers, can enjoy also the traffic on all the rivers and lakes of the republic on the same terms precisely as New Granadian vessels and steamers.

6th. This republic has adopted the French metrical system for its moneys, weights, and measures. The law of June 6, 1853, relating thereto, is enclosed herewith.

SECOND SERIES.

1st. The average wholesale prices of produce at Cartagena during the years 1851, 1852, and 1853, are as follows :

Partially dry India rubber, \$320 to \$400 per ton ; fustic, \$7 to \$8 per ton ; hides, 8 to 10 cents

per lb. ; tobacco, 12 to 14 cents per lb. ; ipecac, 75 to 80 cents per lb. ; sarsaparilla, 16 cents per lb. ; Tolu balsam, 30 to 35 cents per lb. ; copibi, 16 cents per lb. ; cotton, 6 to 8 cents per lb. ; sugar, 4 to 6 cents per lb. ; coffee, $6\frac{1}{2}$ to 8 cents per lb. ; cacao, 8 to 10 cents per lb. ; vegetable ivory, \$2 per cwt. ; straw hats, \$12 to \$24 per dozen ; cigars, \$2 to \$8 per thousand.

2d. No insurance companies have been yet established in this country. All insurances on ships, merchandise, or produce are usually effected in the United States, England, or France. Commission for purchasing, $2\frac{1}{2}$ to 5 per cent.

3d. Cash.

4th. One to two per cent. premium.

5th. All produce can be exported free of duty from the 1st day of September, 1855, except Peruvian bark and tobacco, which, by a law passed by the last Congress, will pay at the rate of one cent per pound, or \$2 on 100 kilogrammes weight of either.

The duties on imports from the United States are regulated by the tariff now in force, and which has been ruling since May 1, 1855. Besides the import duty, there was an additional 25 per cent. on the total amount of the import duty, and 2 per cent. more denominated manumission. By a late act of Congress, on and after the 6th day of December next the additional duty will be increased to 50 per cent., suppressing the 2 per cent. manumission duty.

6th. The municipal tax exacted on produce introduced into Cartagena is as follows :

On India rubber, \$4 per ton ; on fustic, 20 cents per ton ; on Brazil and logwood, 40 cents per ton ; on tobacco, 20 cents per carga, (a) or 250 lbs. ; on sugar, 30 cents per carga ; on cocoa, 60 cents per carga ; on coffee, 40 cents per carga ; on aniseed, 60 cents per carga.

7th. Wages per diem are from 40 to 60 cents.

No prices current are published in this consular district.

A copy of the tariff was transmitted to your department accompanying my despatch of 20th August ultimo, No. 69.

I send herewith a copy of the municipal ordinance, at present in force, dated April 24, 1854.

PANAMA.

THOMAS W. WARD, *Consul*.

Answers to queries of the Circular of March 15, 1854.

FIRST SERIES.

1st. There is a treaty of commerce between the United States and New Granada, the terms of which are complied with by New Granada, but are sometimes broken by the local government of the province, which placed a tax upon passenger-carrying vessels, at the rate of \$1 for each passenger, which has been recently annulled by the supreme government of New Granada.

2d. The commercial intercourse of the United States is alone dependent on the regulations made by the general government of New Granada, which latter, by an act of Congress, has made Panama and other ports on the isthmus free ports of entry since the 1st of January, 1850.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States, and there are no restrictions imposed on the commerce of other nations other than what are imposed upon that of the United States.

4th. The sum of \$6 40 is collected from each American vessel, viz., \$4 80 to the captain of

(a) A carga is what a horse or mule can carry.

the port, and \$1 60 to the interpreter. The same charge is made against New Granadian vessels, except the interpreter's fee.

5th. The transshipment of goods from one port to another in New Granada, or to a foreign country, by United States ships, is permitted without restrictions.

6th. The currency of this country, by a recent law, is established at ten dimes to the dollar. The weights and measures are the same as used in France, but as yet are not brought into use in this country.

The French silver, by a law of New Granada, is made a legal tender at the rate of 20 cents to the one franc piece, although, compared with the value of United States silver, it would only be worth 18.6 cents.

No answers can be given to the second series of interrogatories, except to the 7th, because of there being no trade between the United States and this port, or this consular jurisdiction. New Granada does not, to my knowledge, export anything from here other than a very few hides, and the imports of the United States to this place consist only of coal and provisions for the steamers which carry passengers to and from the isthmus.

The laborer in this consular jurisdiction receives from \$2 to \$3 per day, mechanics from \$6 to \$8 per day, and clerks from \$1,500 to \$3,000 per annum.

There are no price current sheets published in this consular jurisdiction.

ASPINWALL.

GEORGE W. FLETCHER, *Consul*.

NOVEMBER 15, 1854.

I have the honor to enclose herewith my reply to the department circular, dated March 15, 1854. Aspinwall being yet a port of very little business, independently of the isthmus transit trade, I have found it somewhat difficult to reply to the questions in a manner that I could hope would prove satisfactory to the department. I have, however, done the best I could under the circumstances, and respectfully submit the following statement:

ANSWERS.

FIRST SERIES.

1st. At present, the terms of the treaty between the United States and New Granada are adhered to. Heretofore, in the attempts made on the part of the provincial government to enforce the payment of the "capitation tax," I conceive the terms of the treaty to have been disregarded.

2d. I know of no existing regulations as to the commercial intercourse of the United States within this consular district, Aspinwall being a free port.

3d. I know of no privileges permitted by this government to the commerce of other nations which are denied to the United States, nor any restrictions imposed thereon; for the reason, I suppose, that this government, so far as the isthmus portion of the country is concerned, has not, and never contemplates having, any commerce with other nations, other than that of the isthmus transit.

4th. The sum of \$6 40, as port charges, is levied on all vessels, (except those in the employment of the Panama Railroad Company,) by the so-styled captain of the port, who is the only revenue officer in the place.

5th. I know of no law which prohibits the transshipment of goods in vessels of the United

States, either to another port in this country or to a foreign port; but no such business has been transacted during my stay here. Small vessels, from 20 to 100 tons, sailing under the flags of different nations, are constantly plying between this port and the island of Jamaica, engaged exclusively in the transportation of passengers, the majority of whom are employés of the railroad company, going or coming.

6th. The moneys, weights and measures of this consular district are the same as those in the United States.

SECOND SERIES.

1st. No commodities whatever are exported to the United States from this port, except occasionally a small invoice of tortoise shell. Since I have been located here, only two shipments of this article have been made. The wholesale price of tortoise shell is from \$5 to \$7 per lb., as near as I can learn.

2d. Insurance, when effected on goods hence to the United States, is about 2 per cent. Freight to New York is 75 cents per foot. Commissions are \$1 per bale or box, more or less.

3d. The modes and terms of sale are cash.

4th. The only exchange between the United States and this port is drafts of the Panama Railroad Company on New York, purchased at 1 per cent. discount.

5th. No duties are levied, this being a free port.

6th. I know of no internal taxes being levied on goods in this section of the country.

7th. In Aspinwall labor is high. Carpenters and other mechanics are paid \$5 per day. Laboring men from \$2 to \$3 per day. Clerks in stores and in the employ of the Panama Railroad Company, from \$75 to \$200 per month.

No price current sheets are issued here. Goods of the United States and of other manufacture sell only at retail, affording a profit of from 40 to 100 per cent. generally.

JANUARY 16, 1856.

Aspinwall is fast coming into notice, and will, doubtless, soon be a port of considerable commercial importance. Since the opening of the railroad across the Isthmus, in February last, the quantity of merchandise landed in this port for transit has been constantly increasing. The steamers from New York, arriving semi-monthly, as well as the semi-monthly line of sail vessels between that city and this, come invariably with full cargoes of express goods, destined to San Francisco and other ports in the Pacific, north and south, while a large number of other vessels are employed in bringing coal from the United States for the supply of steamers, both here and in the Pacific. At the present time not less than 300 tons of coal per month are landed here, about two-thirds of which pass over the railroad. Hitherto but little has been done in the way of return cargoes. Not more than one vessel has yet been fully freighted from this port to the United States, although several have been partially loaded with the staple products of the country, such as cocoa, hides, Peruvian bark, logwood, gum-caoutchouc, vegetable ivory, &c. The time will soon come, however, when the exports from this place to the United States and Europe will be very considerable.

At present the trade of this place has no wholesome general regulations, for the reason that, like all new frontier places, it lacks a mercantile community—men of capital, character, and business capacity. The few merchants of Aspinwall, if they may be so termed, are persons who, within a few years past, have taken their start here on the Isthmus, with little or no

means or knowledge of business previously acquired ; and until they are superseded by others of a different stamp, no great improvement in the present state of mercantile matters can be expected.

This being a free port, full privileges of importation and exportation are afforded by the government, without any restrictions whatever, either in foreign or national vessels. The aggregate tonnage employed in the carrying trade of this port, which at present is of goods almost exclusively for the Isthmus transit, is not less than 10,000 tons per month, nine-tenths of which trade is done by American vessels.

The average rate of heavy freights to and from the United States in sail vessels is about \$7 per ton. Light freight is 15 cents per cubic foot. Coal from New York and other Atlantic ports of the United States pays \$6 to \$7. In steamers, light freight is 70 cents per foot; heavy, at \$22 per ton.

The rate of exchange between this port and New York is uniformly $1\frac{1}{2}$ per cent. The money circulation of the place (like the population) is a mixture of English, French, German, Spanish, South American, and United States coin, gold and silver, the latter being the standard, and generally at from one to two per cent. premium.

The government "port charges" are \$6 40 on every vessel coming from foreign parts. Until recently, vessels bringing freight exclusively for the Panama Railroad Company have been exempt from this tax, on the ground that the company was entitled to such privilege by virtue of its charter stipulations with the New Granadian government ; but as some doubt was entertained on the part of the official whose duty it was to collect the tax, as to their right of exemption, the question was referred to the executive of the State, who decided, a few days ago, that no such privilege should be granted in future.

Wharfage is charged at the following rates :

Vessels under 50 tons.....	\$0 75 per day.
Vessels over 50 tons and under 100 tons.....	1 50 per day.
Vessels over 100 tons and under 150 tons.....	2 25 per day.
Vessels over 150 tons and under 200 tons.....	2 50 per day.
Vessels over 200 tons and under 250 tons.....	3 00 per day.
Vessels over 250 tons and under 300 tons.....	3 25 per day.
Vessels over 300 tons and under 350 tons.....	3 50 per day.
Vessels over 350 tons and under 400 tons.....	3 75 per day.

And 25 cents for every additional 50 tons.

The light-house fees are as follows:

Vessels under 100 tons.....	\$1 00 each.
Vessels over 100 tons and under 200 tons.....	3 00 each.
Vessels over 200 tons and under 300 tons.....	5 00 each.
Vessels over 300 tons.....	7 00 each.

The light-house and wharves belong to the Panama Railroad Company.

The number of American vessels at the port of Aspinwall during the year 1855, was 128, and the aggregate of their tonnage was 82,263 tons.

VENEZUELA.

MARACAIBO.

ROBERT H. SWIFT, *Consul*.

SEPTEMBER 7, 1855.

In conformity with your communication dated March 15, 1854, a copy of which I had the honor to receive only a short time since, I beg to submit the following

ANSWERS.

FIRST SERIES.

1st. There has been no treaty existing between this republic and the United States for some years past.

2d. The commercial intercourse of the United States within my consular district is not dependent solely on local legislation; nor are the existing regulations temporary.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States; neither are there any restrictions imposed on the commerce of other nations and not on that of the United States.

4th. The amount and character of the port charges, and the duties levied on vessels of the United States, are as follows: On every ton, custom-house measurement, (which is an augmentation of about 15 per cent. on American,) $37\frac{1}{2}$ cents macuquino = 26 cents United States; pilotage (government charge) for each foot, draught, \$6 macuquino = \$4 50 United States; entrance fee, per ton, 7 cents macuquino = 5 cents United States; anchorage, per ton, 18 cents macuquino = 12 cents United States; navigation license, \$2 macuquino = \$1 54 United States; interpreter's fee, "in proportion to manifest," \$3 macuquino = \$2 25 United States; health visit, \$3 macuquino = \$2 25 United States; captain of the port, \$3 macuquino = \$2 25 United States; light-house duty, per ton, 6 cents macuquino = $4\frac{3}{4}$ cents United States.

The duty last mentioned has for many years been exacted from all foreign vessels trading to this port, for the purpose of erecting a light-house at the bar near the castle of San Carlos, where it is greatly needed. The amount collected from this impost, I judge, has long ere this been sufficient for the completion of this important work; but there is every reason to believe that this fund has been otherwise appropriated. I conceive it to be highly unjust that extortions of this nature should be tolerated on American vessels, as it is more than probable that for years to come such a necessary and greatly needed establishment will not exist.

The following are the port charges which are levied on national vessels: Navigation license, 50 cents macuquino = $37\frac{1}{2}$ cents United States; on vessels exceeding 30 tons, per ton, 10 cents macuquino = $7\frac{1}{2}$ cents United States; pilotage, per foot, draught, \$6 macuquino = \$4 50 United States; light-house duty, on vessels exceeding 25 tons, 3 cents macuquino = $2\frac{3}{4}$ cents United States.

National vessels, when coming home from a foreign port, pay the same port charges as foreign vessels.

5th. The transshipment of goods in vessels of the United States to another port in this republic is not permitted; nor in any foreign vessel. To foreign ports there are no restrictions.

6th. The moneys in common use in my consular district are all foreign, the recognized national value being regulated by the supreme law of the country. Enclosed is a printed table showing their respective values reduced to the currency of this place.

SECOND SERIES.

2d. *Insurance*: Usually effected in the United States. *Freight*: Merchandise from the United States to this, 20 cents per cubic foot; coffee, 50 cents per 100 pounds; hides, 20 cents each. *Commission*: $2\frac{1}{2}$ and sometimes 5 per cent.

3d. Exports, cash; sometimes two and three months credit. Imports: provisions six, and dry goods twelve months credit.

4th. Difference of exchange between the United States and this is: on silver, $34\frac{3}{4}$ per cent., on gold, $33\frac{3}{4}$ per cent.; say \$1 United States currency is worth here \$1 $34\frac{3}{4}$; bills on the United States are sold at \$1 37 *a* \$1 31.

5th. For the aggregate of exports from the United States to this port, with the average amount of duties thereon, I am dependent entirely on this custom-house; such statements are never published in this district. I have taken much trouble in trying to procure them, and notwithstanding having offered ample remuneration, my efforts have been ineffectual.

7th. Wages per day, in the different branches and occupations of labor, \$1 *a* \$1 50.

Patent or license for transacting business, from \$20 to \$500, according to classification.

The greatest impediment to the increase of the commercial importance of this place is the restriction imposed on the transit of merchandise imported expressly for the markets of New Granada. Some years since this port was declared a place of deposit for merchandise intended for New Granada—a measure which greatly enhanced its commercial importance, as nearly half the imports to this place are destined for San José de Circuta, in New Granada.

On the 4th June, last year, the “ley de transito” was so amended—owing to the influence of some persons in Caracas, who loan money to government, and to whom the revenues are mortgaged in payment—that all merchandise declared for New Granada must pay a duty of 10 per cent. upon the total amount of duties thereon, per Venezuelan tariff.

When the debenture certificates, legally authenticated, are presented, the return duties are not forthcoming for months after they become due, thereby subjecting merchants in this district to illegal and most unjustifiable losses by this detention of their funds by the government. Enclosed are copies of the old and new laws; the latter has been just handed me, and is much more favorable than the former.

Rates of duties imposed on merchandise generally imported into the port of Maracaibo from the United States, as per tariff in force September, 1855.

Species of merchandise.	Rates of duties.	Species of merchandise.	Rates of duties.
Agricultural instruments	Free.	Billiard tables, &c.	30 per cent.
Apples	Free.	Biscuit, soda and water, &c.	6 cts. per lb.
Artificial flowers	\$2 per dozen.	Beef, salt	2 cts. do.
Butter	6 cts. per lb.	Bran	Free.
Blank books	30 per cent.	Brandy, in bottles	\$4 per dozen.
Boards, pitch pine	\$6 per 1,000 feet.	in other vessels, per 25 lbs.	3 50.
pine	4 do.	Cheese	5 cts. per lb.
Brushes, painters'	50 cts. per dozen.	Cassia, fine	75 cts. do.
with handles	\$1 50 do.	common	6 cts. do.
Beer, porter, ale, &c., in bottles	80 cts. do.	Cotton checks, $\frac{3}{4}$	2 cts. per yard.
Boots, mens'	\$1 50 per pair.	Corn and corn meal	Free.
boys'	75 cts. do.	Coats, cloth	\$4 each.

Rates of duties imposed on merchandise—Continued.

Species of merchandise.	Rates of duties.	Species of merchandise.	Rates of duties.
Candles, tallow.....	\$4 pr. quint. of 100	Marble for public works.....	Free.
sperm.....	10 cts. per lb. [lbs.	otherwise than as above.....	30 per cent.
wax.....	16 cts. do. [lbs.	Musical instruments.....	----do.
Cordage.....	\$2 pr. quint. of 100	Oakum.....	50 cts. per 100 lbs.
Combs.....	25 a 50 cts. pr. doz	Onions.....	1½ ct. per lb.
Chairs, common.....	\$3 per dozen.	Oil, whale.....	3 cts. do.
painted.....	5 do.	Potatoes.....	Free.
gilded.....	8 do.	Pork.....	2½ cts. per lb.
mahogany.....	\$12 do.	Printing presses.....	Free.
Copying presses and apparatus.....	\$4 each.	Perfumery.....	30 per cent.
Coal tar.....	30 per cent. [lbs.	Rice.....	Free.
Copper nails.....	\$6 pr. quint. of 100	Rye flour.....	Free.
tacks.....	25 cts. per 1,000.	Rosin.....	50 cts. per 100 lbs.
Drills, cotton colored, ¼.....	4 cts. pr. vara or yd.	Seeds.....	Free.
(wider in proportion.)		Saddles.....	\$8 each.
Domestics, unbleached, ¼.....	1½ cts. per yard.	Snuff.....	50 cts. per lb.
bleached, ¼.....	2½ cts. do.	Soap, common.....	4 cts. do.
(wider in proportion.)		perfumed.....	25 cts. do.
Drill cotton, unbleached, ¼.....	3 cts. do.	Spirits from the sugar cane.....	\$4 per doz. bottles
Flour.....	\$4 per barrel.	(in any other way prohibited.)	
municipal duty.....	1 13 more do.	Spirits of turpentine.....	90 cts. per 25 lbs.
Fish, cod.....	2½ cts. per lb.	Shot.....	\$2 50 per 100 lbs.
salmon.....	5 cts. do.	Spades.....	1 50 per dozen.
dry or salted.....	4 cts. do.	Sealing-wax.....	37 cts. per lb.
Gold and silver coin.....	Free.	Steelyards.....	25 cts. per 25 lbs.
Gunpowder.....	12 cts. per lb.	Tar.....	\$1 per barrel.
Hams.....	5 cts. do.	Tallow.....	2 do.
Iron, in pigs or bars.....	1 ct. do.	Tin, in sheets or plates.....	2 50 per 100.
Iron pots.....	\$1 80 per 100 lbs.	Ticking, cotton.....	3 cts. per yard.
Iron nails.....	3 do.	Tobacco, Virginia, unmanufactured....	\$6 per 100 lbs.
Iron tacks.....	6 cts. per M.	in segars.....	2 per M.
Iron chest.....	\$2 per 100 lbs.	Trunks.....	50 cts. each.
Lard.....	4 cts. per lb.	Umbrellas, cotton.....	25 do.
Lead, in bulk.....	\$1 50 per 100 lbs.	Vinegar, in bottles.....	\$1 per dozen.
Leather.....	6 do.	in other vessels.....	50 cts. per 25 lbs.
morocco.....	4 per dozen.	Umbrellas, silk, 25-30 inches.....	75 cents each.
Linseed oil.....	90 cts. per 25 lbs.		

Besides the duties mentioned in this tariff, 34½ per cent. more is imposed on total amount of specific duties, thus :

Say amount of duties per tariff.....	\$5,000 00
Add 10 per cent. more.....	500 00
	5,500 00
Contributions extraordinary, 20 per cent.	1,100 00
Add 4 per cent. more.....	220 00
For the church, ½ per cent.	27 50
Total.....	6,847 50

On all merchandise admitted free per tariff, excepting specie, a duty of 15 per cent. is always imposed. Difference of exchange, deduct 33½ per cent. to make United States currency.

To queries contained in circular of 8th October, 1853, respecting ship-building, &c., I have nothing of importance to communicate from this department; not more than one or two small schooners being annually constructed here, and the merchant service is so limited that vessels discharging one or two men in this port have great difficulty in replacing them.

PUERTO CABELLO.

SOUTHY GRINALDS, *Consul*.

DECEMBER 5, 1854.

I have the honor herewith to enclose the answers to the circular from the State Department, dated March 15, 1854.

The aggregate value of goods imported from and exported to the United States, with the duties levied thereon, was, for the years specified, as follows:

Imported.

From July, 1850, to June, 1851.....	value, \$265,483 00 ; duties, \$60,338 97
Do.....1851.....do....1852	do.... 165,002 87.....do....81,523 96
Do.....1852.....do....1853...	do.... 156,358 97.....do....61,062 01
Do.....1853.....do....1854.....	do.... 255,443 40.....do....71,494 15

Exported.

From July, 1850, to June, 1851.....	value, \$583,268 11 ; duties, \$14,032 41
Do.....1851.....do....1852.....	do.... 466,430 30.....do....15,265 61
Do.....1852.....do....1853.....	do.... 476,372 32.....do....17,367 39
Do.....1853.....do....1854.....	do.... 619,976 88.....do....11,232 42

ANSWERS.

FIRST SERIES.

- 1st. I know of no violation of the treaty between this country and the United States.
- 2d. On the legislation of the country.
- 3d. All the privileges allowed to other nations are allowed to the United States.
- 4th. Port charges for foreign and national vessels are the same. For every ton, 61 cents tonnage duty; captain of the port's fee, for every vessel, \$2 25; doctor's fee, \$2 25; wharfage, 1½ cent per ton for every day.
- 5th. Permitted to foreign ports; not to ports in the country.
- 6th. The value of money is regulated by Congress. The weights and measures in use in this port are the same as in use in the United States.

SECOND SERIES.

1st. *Prices*: Cotton, \$8 to \$8 75 per 100 pounds; indigo, \$84 per 100 pounds; cocoa, \$15 50 to \$16 50 per 110 pounds; coffee, \$7 97 to \$8 06 per 100 pounds; wet hides, \$8 81 to \$9 per 100 pounds; salt, \$7 88 to \$8 25 per 100 pounds; lignum vitæ, \$9 to \$9 75 per ton; fustic, \$11 25 to \$15.

Duties: Hides, free of duty; coffee, 3 per cent.; indigo, 4 per cent.; cocoa, 4 per cent.; cotton, 3 per cent.; lignum vitæ, 4 per cent.; fustic, 4 per cent.

2d. As there is no insurance effected in this country, the premium is regulated in Europe and the United States.

Freights: Cotton, 45 cents per 100 pounds; indigo, \$1 per 100 pounds; cocoa, 50 cents per bag; coffee, 45 cents per bag; hides, 20 to 25 cents apiece; lignum vite and fustic, 85 per ton. Commissions and storage, $3\frac{1}{2}$ per cent.

3d. Partly cash, but mostly on credit of from 4 to 6 and 8 months.

4th. The average rate of exchange is about \$1 32 per \$1 United States currency, the par value being \$1 34 $\frac{3}{8}$.

5th. As per tariff herewith enclosed, in which are added 10, 20, and $4\frac{1}{2}$ per cent. more.

6th. None.

7th. Carpenters and masons, from \$1 13 to \$1 50 per day; common laborers, in town, 75 cents per day; common laborers, in the country, 28 cents per day; clerk hire, from \$250 to \$1,000 per annum; masters of vessels, from \$50 to \$75 per month; seamen, from \$8 to \$12 per month.

There are no prices current published within the limits of this consulate. The country is so frequently convulsed by civil war as to preclude the possibility of my giving any available information.

LAGUAYRA.

ISAAC T. GOLDING, *Consul*.

JANUARY 23, 1855.

In answer to the circular of March 15, I have the honor to state as follows:

ANSWERS.

FIRST SERIES.

1st. A treaty was concluded with the government of Venezuela by the minister resident of the United States on the 20th September last; contents not published nor ratified yet.

2d. The commercial intercourse of this country depends solely on its legislation. The present existing laws and regulations are fixed. The authority by which any change is effected in the general laws is Congress, which assembles every year on the 20th January. Modifications and changes in the local regulations are made by a municipal body, denominated "provincial deputation," or "provincial chambers." They meet at the capitals of the respective provinces. Their resolutions and laws are subject to the approbation of Congress.

3d. All nations are placed on the same footing, without distinction, in respect to foreign commerce.

4th. The port charges on vessels of all nations are the same. They are as follows:

Tonnage duty, $37\frac{1}{2}$ cents per ton, Venezuelan tonnage; (a) anchorage duty, 18 cents per ton, Venezuelan tonnage; water duty, 12 cents per ton, Venezuelan tonnage; light-house, 6 cents per ton, Venezuelan tonnage; entrance, 7 cents per ton, Venezuelan tonnage; clearance, \$2. Independent of which, there are to be paid: To the captain of the port, (on each vessel,) \$3: to the health officer, \$3; to the interpreter, \$3. The latter item is not to be paid by Venezuelan or Spanish vessels.

5th. The transshipment of goods to foreign countries is allowed in vessels of all nations, but under certain restrictions. The goods when introduced must be entered at the custom-house for exportation, and must be placed in the public store; if these formalities are complied with, such goods may be re-shipped without paying any import duty, except 1 per cent. per month

(a) The Venezuelan ton is $12\frac{1}{2}$ per cent. more than the American.

while the goods remain in store. If these formalities are not complied with the goods must pay the regular import duty. Goods are not allowed to be shipped from one port to another in the country in any foreign vessel, but the vessel will be allowed to land part of her cargo and proceed to one or more ports for the final discharge of her cargo.

6th. Venezuela has no coin of her own except copper. She has, by a law of March, 1848, permitted gold and silver coin of most nations to be introduced, and fixed their value as follows:

Gold coin.—American double eagle, at \$26 75, Venezuelan currency; American single eagle, at \$13 37½, ditto; American half eagle, at \$6 68¾, ditto; American quarter eagle, at \$3 34⅞, ditto; English sovereign, at \$6 50, ditto; French 20 franc piece, at \$5 12½, ditto; Spanish doubloon, at \$21, ditto; Mexican doubloon, at \$21, ditto; New Grenada doubloon, at \$21, ditto; New Granada doubloon, new issue, at \$20, ditto; Peru doubloon, at \$21, ditto; Chili doubloon, at \$21, ditto; Bolivar doubloon, at \$21, ditto; Argentine republic doubloon, coined in 1813 to 1828, at \$21, ditto; Argentine republic doubloon, coined from 1828 to 1832, at \$19 53½, ditto.

The silver dollar of the United States, Spain, Mexico, New Granada, Peru, Chili and Bolivar is worth \$1 34¾; the French 5 franc piece is worth \$1 25, and the English shilling 31¼ cents, Venezuelan currency. Fractional parts of the above of proportional value.

Weights.—By a law of Colombia, October 11, 1821, now in operation, a “fanega,” say of cocoa, is 110 pounds, equivalent to 112 pounds American weight. The fanega is subdivided into 12 parts, denominated “almudes.” The “libra” pound is the standard in commercial and public contracts, equivalent to 16 ounces American weight, and subdivided as in the United States. The “arroba,” Venezuelan, is 25 pounds, equal to 25½ pounds American weight. The “quintal” is 100 pounds, equal to 102 pounds American weight, and divided into 4 arrobas.

The Spanish foot of 12 inches is equal to about 10 inches American, subdivided into 12 parts. The “vara” comprises three Spanish feet, or 36 Spanish inches.

SECOND SERIES.

1st. The only prices current published in this district are those published in a newspaper called the “Diario de Avisos,” of Caracas, of which I send you 108 copies for the year 1854, containing both the wholesale and retail prices.

2d. No insurance can be effected here. It is done in the United States, when the goods are shipped there. Freight on goods shipped to the United States is as follows: on coffee, 50 to 62½ cents per 100 lbs.; on indigo, \$1 50; on hides, 17 to 20 cents each; on wood, lignumvitæ and fustic, \$5 to \$8 per ton of 2,000 lbs.; boxes of merchandise, 20 cents per cubic foot. These are the articles that are usually shipped to the United States. The commission on them is 2½ per cent., and 2 per cent for brokerage.

3d. The articles from the United States, such as flour, provisions, &c., are generally sold on four to six months’ credit. Dry goods, six and eight months’ credit, for which notes of hand are taken.

4th. The average rate of exchange on the United States seldom varies more than 1 per cent., say from \$1 33½ to \$1 34¾ for the American silver dollar—the latter is the par exchange.

The amount done in American exchange is very trifling. For the purchase of produce, over and above the proceeds of cargoes sent out here on sale, the merchants in the United States remit American coin, say gold and silver, and salable sterling bills.

5th. The rate of duties on exports to the United States varies monthly. Each month the collector of the port names five merchants to fix the value of each article exported, and the duties are charged accordingly. The present valuations for January are as follows:

Articles and quantities.	Valuation.	Rate per cent.	Amount of duties.	
			Venezuelan currency.	United States currency.
Indigo.....per 100 lbs.....	\$80	4	\$3 20	\$2 38
Coffee, 1st and 2d quality.....per 100 lbs.....	9	3	27	20
Coffee, 3d quality.....per 100 lbs.....	5	3	15	11
Cotton.....per 100 lbs.....	9	3	27	20
Cocoa.....per 110 lbs.....	16	4	64	48
Hides.....free.....				
Sugar, Muscovado.....per 100 lbs.....	4	3	12	09
Wood, lignumvitæ.....per 2,000 lbs.....	12	4	48	36
Wood, fustic.....per 2,000 lbs.....	10	4	40	30
Silver coin.....		2		
Gold coin.....		1		

The duties on imports from the United States are as per the tariff of Venezuela, which I send herewith, together with a copy of a custom-house account, showing the mode of charging the duties. The different per centages charged in the custom-house account are not expressed in the tariff, but are “subsídios” to the general government, except the 3 per cent. road tax, 2 per cent. wharf tax, and 12 per cent. for the church, which are local. The declared value of the imports is low, but the collector has the power of taking over any goods that he may think are undervalued, by paying the consignee of the goods 10 per cent. in addition to what they are valued at, for freight and other shipping charges.

6th. No internal taxes are levied upon any commodity imported from any foreign country, except the “subsídio” duties, which are charged as in the custom-house account, which is prefixed to the tariff.

7th. The rate of wages in the various branches and occupations of labor are about \$1 60 per day for mechanics, and for laborers, \$1 per day. In the business of commerce, \$250 to \$2,000 per annum for clerk-hire, &c. All United States currency.

EQUADOR.

GUAYAQUIL.

M. P. GAME, *Consul*.

JUNE 30, 1854.

I transmit, herewith, answers to queries in a circular from the department, dated 15th March, 1854.

ANSWERS.

FIRST SERIES.

1st. The treaty of commerce and navigation concluded between the government of the United States and Equador, in 1839, for 12 years, has expired ; but the terms of the said treaty have been, and are still, faithfully adhered to by the government of Equador.

2d. Respecting the commercial intercourse of the United States, see treaty. The existing laws respecting the tariff, and the tariff itself, are temporary, and may be changed at any time by act of Congress.

3d. There are no privileges granted to the commerce of other nations that are not participated in by that of the United States, and there are no restrictions imposed upon the commerce of other nations other than those imposed upon that of the United States.

4th. Inward pilotage \$2 per foot, from Puna ; outward pilotage \$2 per foot, to Puna ; captain of the port, fees, \$4 ; roll, \$1 ; river police, \$4 ; anchorage, \$10 ; tonnage dues, 25 cents ; light dues, $6\frac{1}{4}$ cents ; stamp and bill of health, \$9 50 ; stamp and sailing license, \$6 ; stamp and outward manifest, \$1 50 ; stamp and franking same, foreign, \$2 50.

5th. The exportation of the straw of which the Guayaquil hats are made is prohibited ; with this exception there are no restrictions to the transshipment in vessels of the United States of goods to a foreign port. By a law of the convention of 1846, the government was authorized, in the absence of national vessels, to employ foreign vessels to convey salt from Punta Sta. Elena to Guayaquil.

6th. By a decree of the provisional government of the republic, in 1845, still in force, the Spanish, Mexican, Peruvian, and other equally good silver dollars, are received at the treasury for $112\frac{1}{2}$ cents, Equador currency, making the national value of the Equador dollar $87\frac{1}{2}$ cents, United States currency. Since then, the commercial value of the American, Spanish, Mexican, and Peruvian silver dollars has varied from 16 to 18 per cent. premium ; therefore the commercial value of the Equador dollar is from 82 to 84 cents, United States currency. As there is little or no coinage of this republic in circulation, it is difficult to ascertain the intrinsic value of the Equador dollar.

The Spanish are the weights and measures still in use in the republic : 1 pound = 16 ounces ; 1 ounce = 8 drachms ; 16 adormes = 576 grains ; $98\frac{1}{2}$ pounds Spanish are nearly equal to 100 pounds avoirdupois ; 1 arroba of wine is nearly equal to $4\frac{1}{4}$ English gallons ; 1 arroba of oil is nearly equal to $3\frac{1}{3}$ English gallons ; 1 vara, or yard, is nearly equal to $33\frac{2}{3}$ English inches ; 92 yards English is nearly equal to 100 yards Spanish.

SECOND SERIES.

1st. *Wholesale and retail prices of commodities exported from Guayaquil to the United States since July, 1853.*

Articles.	Prices.	Rates of export duty.
Cocoa.....	$5\frac{3}{4}$ to $6\frac{3}{4}$ cents per pound, on board....	4 cents per 81 pounds.
Barks.....	8 to 45 cents per pound, on board....	Free.....
Broad brim province hats....	\$13 to \$15 per dozen.....	Free.....
Narrow brim province hats ..	\$16 to \$17 per dozen.....	Free.....

2d. Rates of insurance on commodities from Equador to United States, from $1\frac{1}{2}$ to 2 per cent. Freight, \$20 to \$30 per ton. Commissions on purchases, 4 per cent.

3d. There are no brokers in the Equador. The productions of the country, such as cocoa, tamarinds, tanned hides, tobacco, timber, lumber, mangles, bamboos, barks, flax, orchilla, coffee, sarsaparilla, and India rubber, are paid for in cash before, or on, delivery; straw hats are generally purchased at 6 months' credit, 1 per cent. per month discount.

4th. Exchange on London, 60 days, 40 cents a 42 cents per dollar currency; exchange on United States, 60 days, 10 to 20 per cent. premium; exchange on Valparaiso, 30 days, 9 to 14 per cent. premium; exchange on Lima, 15 days, 10 to 15 per cent. premium. Relative to par of exchange, see answer No. 6.

5th. Cocoa pays an export duty of 4 cents per 81 pounds; tanned hides pay an export duty of 2 cents each half hide; other productions free. For import duties from the United States, see accompanying tariff.

6th. The "Alcabala duty" on foreign commodities is now a dead letter. There is a municipal duty of $12\frac{1}{2}$ cents per dozen on exporting straw hats from Manabi, the province where the class usually exported to the United States is made. There is also a tithe of 10 per cent., in kind, on cocoa, paid by the grower. But these taxes do not affect the wholesale or retail prices of the articles given previously.

7th. *Rates of wages:*

Book-keeper.....	\$80 to \$150 per month.	Blacksmiths and coopers.....	\$30 to \$75 per month.
Cashier.....	50 to 80 "	Painters, bricklayers, and tinman.	30 to 45 "
Clerk.....	20 to 50 "	Tailors and shoemakers.....	30 to 60 "
Porter.....	20 to 40 "	Servants, male or female.....	5 to 12 "
Laborer.....	17 to 35 "	Cooks.....	5 to 12 "
Carpenters and caulkers.....	30 to 75 "		

I am requested to give the preceding information in federal currency, weights, and measures, but in consequence of the absence of intelligent aid, and leisure myself, I transmit herewith to the department the information called for in the currency, weights and measures of the country, with the following data to reduce the same to federal currency, weights and measures:

Deduct about 16 per cent. to reduce Equador into United States currency.

Deduct about 8 per cent. to reduce Spanish varas into English yards.

Deduct about $1\frac{1}{2}$ per cent. to reduce avoirdupois into Spanish weight.

BRAZIL.

PERNAMBUCO.

WILLIAM LILLEY, *Consul*.

JANUARY 10, 1855.

I herewith send you all the information my consular district affords in reply to your circular of March 15, 1854. This circular would have received a reply when it was first received, had not most of the information it called for, that was within the reach of this consulate, been communicated in my despatch No. 11.(a) With every disposition to compile any and all statistics called for by the department, in a majority of instances this consulate is unable to

procure the requisite facts. But a very few articles of the growth and produce of the United States find their way to this port, while even a smaller number of the products of Brazil find their way to our country. Sugar and hides are the principal articles shipped from this port.

I enclose a copy of the Brazilian tariff, passed August 12, 1854, embracing all the alterations since made. The alterations are ink marks in the margin.

ANSWERS.

FIRST SERIES.

1st. The authorities here claim that no treaty exists between the United States and Brazil. By referring to my answer to question No. 24, in table of queries No. 3 of circular of 8th October, 1853, you will find this question fully answered.

2d. On the mother country.

3d. I answer No to both branches of this question.

4th. In answer to this, I send below a bill actually paid by an American barque of 200 tons arriving at this port with a cargo of 2,200 barrels [of flour,] and leaving with a cargo of 3,600 bags of sugar, each weighing 160 pounds:

Inward pilotage to Poco	\$10 00	Clearance fees paid government	\$3 75
Use of launch and men	13 00	Despatching office	6 50
Pilotage from Poco to discharging ground	10 00		
Use of launch and men mooring	20 00		192 45
Pilotage to loading ground	2 50	<i>Other necessary expenses, not government dues.</i>	
Use of launch and men	15 00	Labor discharging cargo, 2 cents per barrel	44 00
Outward pilotage	15 00	Lighterage, discharging cargo	55 00
Use of launch and men	15 00	Lighterage, loading 3,600 bags sugar	90 00
Guard facilitating discharge, 5 milreis per lighter ..	20 00	Mats for dunnage, and duty on same	8 00
Consul's bill	24 00	Cranage on 3,600 bags sugar	128 00
License for moving	1 50	Stevedores' bill, 1½ cent per bag	54 00
Anchorage dues	20 20		
Stamps on paper at export office	5 00		379 00
Duty on stores left on board	11 00		

I would remark that there is no difficult duty to be performed by the pilot. The rate of pilotage was formerly \$7 for all sized vessels; but recently the law has been changed, and the amount, as seen by foregoing bill, on vessels of 200 tons burden, drawing 12 feet of water, is more than doubled. The Brazilian measurement makes the tonnage about 25 per cent. more than our mode of measuring. There is a law allowing stores to be deposited in the custom-house, which is always done; but the few articles left on board for daily use are taxed most unjustly. Any permit or license has to be stamped by the authorities at a cost of about ten cents. No one can get on board without one of these permits; nor can you paint, caulk, or make any repairs without first obtaining one.

Some of the above charges are not contemplated by the law, but are made necessary by the circumstances; for instance, the fee paid the guard is a gratuity to induce him to facilitate the business of the vessel. The Brazilian government pay small, in fact inadequate, salaries, and without some such pay as is here mentioned, the business of the vessel would be provokingly retarded.

5th. Foreign vessels are not allowed to engage in the coasting trade, but they can load here

for any foreign port. Vessels from the United States can discharge part of their cargo, and if desired they can proceed on with the remainder to Bahia, Rio de Janeiro, &c.

6th. Yes.

SECOND SERIES.

1st. Sugar and hides are the only articles exported to the United States worth mentioning. Hides are not retailed, nor is sugar of the kind shipped. Below I give the present prices of both, and the average price for the years 1851 to 1854, inclusive. The present prices of hides range from 8 to 8½ cents per pound, and sugars are now selling for 80 cents to \$1 for an arroba of 32 pounds for "browns," and for "whites" at from \$1 12 to \$1 50, according to quality.

Average price of sugars for four years.

	1851.	1852.	1853.	1854.	
"Browns"	\$0 84	\$0 89	\$0 96	\$0 91	per 32 lbs.
"Whites"	1 28	1 31	1 38	1 36	do.

Average price of hides for the same years.

1852, 6 cents per pound. 1853, 8½ cents per pound. 1854, 9 cents per pound.

2d. There are no insurance offices here, all business of that kind being done either in the United States or England. With funds in hand, a commission of 2½ per cent. is charged. Vessels are generally chartered both ways, arriving with flour, the charterer stipulating for a return cargo of sugar. Vessels coming out on their own account have been chartered back this season as low as 60 cents a bag of 160 pounds. Usually, however, the freight ranges from 80 cents to \$1 per bag.

3d. In this particular the Brazilians are peculiar, and differ from all other nations. They sell exclusively for cash, and buy on a credit of from 4 to 12 months. They do not seem to understand any other mode of doing business.

4th. There is no business done in exchange between this port and the United States, except the few whalers' drafts that are purchased at from 2 to 12 per cent. discount. The value of the milreis is governed by the state of exchange on England.

5th. The principal articles imported from the United States are flour and tea. The former pays a duty of 3 milreis (\$1 50) per barrel, and the latter pays 600 reis (30 cents) per pound; hams pay 60 reis (3 cents) per pound; tobacco pays 180 reis (9 cents) per pound.

Sugar and hides are the only articles of export worth mentioning. Sugar pays an export duty of 8 per cent. The export duty on hides is 10 per cent. on a valuation fixed weekly by a committee appointed for the purpose.

6th. The only articles on which this government levies a consumers' tax are: all spirituous and malt liquors, cigars, tobacco, soap, and snuff. Wines and liquors pay 1½ cent a canada, (1½ gallon;) 56 cents, in addition to this, is levied on each pipe, for what the decree terms "charitable purposes." Cigars pay 56 cents per 1,000; tobacco 1 cent per pound; soap 1½ cent per pound. This tax affects the United States only in tobacco and snuff.

7th. No reliable data can be obtained. I presume that full seven-tenths of the labor in all branches is performed by slaves.

In our country, and, in fact, most others, the price current is distributed gratuitously. Here it is published at an expense of \$30 per year for a single number.

PARA.

HENRY B. DEWEY, *Consul*.

FEBRUARY 29, 1856.

In reply to circular dated March 15, 1854, I beg leave to say :

ANSWERS.

FIRST SERIES.

1st. There is no treaty of commerce existing between the United States and the Brazilian empire.

2d. The commercial intercourse between the United States and this consular district is dependent upon the central authority at Rio de Janeiro. All commercial regulations are temporary, and subject to such alterations as the general legislative power sees fit to make.

3d. The only maritime countries having any commercial treaties with Brazil are France and Portugal ; and the former of these two countries enjoys a very important advantage over others, being the only country to whose consular agents it is permitted to take charge of and administer *ex officio* the estates of their citizens dying within the limits of the Brazilian empire, without the interference of the authorities ; whereas the property of other foreigners must be accounted for to the probate judges, and whatever amounts may belong to minors residing in the empire must be deposited in the public treasury, drawing interest at the rate of six per centum per annum, until such time as the minor becomes of age. I am not aware of any other privileges being granted to others which are not also enjoyed by citizens of the United States.

4th. The port charges levied on all foreign vessels are : anchorage dues, 300 reis (16 $\frac{2}{3}$ cents) per ton, on the Brazilian measurement, which gives a somewhat greater number of tons than the American system. Vessels arriving and departing in ballast pay half anchorage, and those calling merely for supplies pay no anchorage. Vessels which make more than two voyages to ports of Brazil during a twelvemonth are exempt from the payment of anchorage on the remaining voyages ; that is, no vessel is obliged to pay more than 600 reis per ton annually, be the number of voyages what it may. Vessels also pay from 4 to 8 milreis (\$2 22 to \$4 44) for passport to leave ; 30 milreis (\$16 67) inward pilotage, not being obliged, however, to take pilot inward ; 70 milreis (\$13 38) outward pilotage, and 6 milreis (\$3 33) canoe hire ; and no vessel is allowed to leave port without a pilot, nor to get under weigh after sunset or before sunrise. The hospital money is 4 milreis on the vessel (say \$2 22) and 640 reis (35 cents) for each of the crew ; also, stamps amounting to about one dollar. The same charges are paid by Brazilian vessels engaged in foreign trade, while coasters are exempted from the payment of anchorage.

5th. The transshipment of merchandise from one port to another within the empire is not permitted in foreign vessels, and the penalty for a foreign vessel engaging in the coasting trade is 4 milreis (\$2 22) per ton on her measurement. Merchandise of all kinds can be re-exported in foreign and native vessels to any ports out of Brazil ; and in case the goods are still in the custom-house a bond must be signed, obliging the exporter to pay the import duties, unless a landing certificate be produced within a specified time. Foreign merchandise can in like manner be shipped in bond from one Brazilian port to another, but in Brazilian vessels.

6th. The moneys and weights in use in this consular district are the same as those established by the supreme authorities. There is, however, a difference in some of the measures, as the "canada," by which balsam copaiva is sold, which is equal to four gallons, and the "alqueire,"

by which nuts, farinha, paddy and salt are sold, and which contains, as nearly as I can ascertain by measuring different alqueires, about 3,200 cubic inches.

SECOND SERIES.

1st. *Prices of Para produce for the year ending July 1, 1854.—Export duty, &c.*

Articles.	Prices.	Export duty.	(a) Ver o pezo and (b) capatazia.
Annatto	14 to 18 cts. per lb.	10 per cent.	$\frac{1}{9}$ cent per lb.
Balsam copaiva	32...do.....	10...do.....	$\frac{1}{9}$...do.....
Brazil nuts	$1\frac{3}{4}$ to $2\frac{3}{4}$...do.....	10...do.....	$\frac{1}{125}$...do.....
Cocoa	$4\frac{3}{8}$ to $4\frac{1}{2}$...do.....	10...do.....	$\frac{1}{17}$...do.....
Gum copal	$4\frac{3}{4}$...do.....	10...do.....	$\frac{1}{9}$...do.....
Hides, wet salted	$5\frac{1}{2}$ to $6\frac{5}{8}$...do.....	10...do.....	$\frac{1}{30}$...do.....
Hides, dry salted	$8\frac{3}{8}$...do.....	10...do.....	$\frac{1}{17}$...do.....
Hides, dry Minas	12...do.....	5...do.....	$\frac{1}{108}$...do.....
India rubber, fine	35 to 65...do.....	10...do.....	$\frac{1}{9}$...do.....
India rubber, mixed	28 to 53...do.....	10...do.....	$\frac{1}{9}$...do.....
India rubber, ordinary	14 to 43...do.....	10...do.....	$\frac{1}{9}$...do.....
Sarsaparilla	27...do.....	10...do.....	$\frac{1}{9}$...do.....
Tapioca	3...do.....	5...do.....	$\frac{1}{100}$...do.....
Tonqua beans	55...do.....	10...do.....	$\frac{1}{9}$...do.....

(a) *Ver o pezo* is an old colonial tax, formerly levied on produce shipped, in payment for weighing the same; and although the custom of weighing merchandise by the authorities has fallen into disuse, still the tax is collected, and forms part of the municipal revenue.

(b) *Capatazia* is a tax levied by the central government, being 5 reis per arroba, or $8\frac{3}{4}$ cents per 1,000 pounds, for putting produce on board the lighters, which service, however, the custom-house is never, at least in this port, called upon to perform.

2d. The rates of insurance are $1\frac{1}{4}$ per cent; those of freight, 1 cent per pound; of commission, 3 per cent.

3d. The terms of sale are cash.

4th. The rate of exchange on the United States during the year ending July 1, 1854, was 1,800 reis per \$1. But this rate is entirely nominal, there being no transaction in exchange on the United States. The rate of exchange on England averaged, for the same year, nearly $28\frac{1}{2}$ pence per milreis.

5th. Duties on imports, as per tariff of 1844. All cotton goods pay import duties per square vara, equal to 1,866 square inches American measure. Of the export duties, 5 per cent. is national and the remainder provincial revenue.

6th. The local taxes consist of 5 per cent. on India rubber of every description.

7th. The rates of wages, as nearly as can be ascertained, are about \$1 per day for free mechanics, journeymen; laborers employed in getting produce ready for shipment, shipping same, &c., earn about \$1 25 per day; laborers on farms, &c., wages estimated at 33 to 55 cents per day; clerks employed in American houses, which generally pay higher salaries than others, receive from \$150 to \$800 per annum, with board and lodging. There were no prices current printed at Pará during the year ending July 1, 1854.

BAHIA.

JOHN S. GILLMER, *Consul*.

OCTOBER 23, 1854.

I have the honor to present the following replies to the circular of March 15, 1854. I am indebted for the following information to the very able collector of the Bahia custom-house, Mr. Joaquim Torquato Carneiro de Campos, a gentleman who, on every occasion, has manifested the utmost urbanity and promptitude in furnishing me with information in regard to the department of which he is justly the much respected chief.

“No alteration or modification has taken place, from January, 1851, to December, 1853, in the fiscal legislation or tariff of the custom-houses of the empire of Brazil, which can have influenced, directly, the commerce of the United States with this empire, because the tariff actually in operation is the same which accompanied the decree of the 12th August, 1844.(a)

“Previous to the period above referred to, an alteration took place, in conformity with the decree of the 21st April, 1849, favoring the re-exportation of foreign merchandise, which had not paid duty for consumption, from one to other ports of the empire, previously prohibited by the latter part of the 8th article of the above mentioned decree of the 12th August, 1844, retaining, notwithstanding, the restriction of not permitting the re-exportation of foreign goods, after the duties had been paid, from one to another port in the empire, excepting to the ports of Rio de Janeiro, Bahia, Pernambuco, Maranhão, Pará, and San Pedro de Rio Grande del Sud; this restriction being authorized by the decree of the 4th July, 1850, still in force.

“The customs regulations have no fixed time appointed for their duration; on the contrary, the general assembly authorized the government, by the 29th article of the law, No. 369, of the 18th September, 1845, to reform the fiscal regulations. This authorization was renewed by the 46th article of the law, No. 514, of the 28th October, 1848, which yet subsists, because in the yearly estimates it is customary to declare that the dispositions of previous years, bearing upon revenue, are to continue in force, but not as regards expenditures, thereby making it evident that the legislative body possess the authority to enact such regulations, but this authority is always delegated to the government by the legislature; retaining the right of definitive approval.

“The re-embarkation, properly speaking, without payment of duties of foreign merchandise, according to the legislation of Brazil, is only admissible in the following cases:

“1st. If landed from vessels in want of repairs. 2d. From shipwreck.

“In the first case, the goods must be reshipped in the vessel bringing them, after the repairs have been completed, unless judged unseaworthy, in which circumstances the merchandise may be transhipped in any other vessel, irrespective of flag.

“In the second case, the same rule holds good, no charge being made but storage, which, on goods deposited in the customs warehouses, is exacted in conformity with the decree No. 728, of the 9th November, 1850, at the rate of 60 reis per ton measurement per day, counting from the day the vessel finishes discharging for deposit in the custom-house.

“Beyond the cases referred to, merchandise manifested to be discharged for consumption, according to the declaration made in giving entry, cannot be re-shipped, either for ports in the empire or out of it, without being despatched for re-exportation, and the payment of a duty of 1 per cent., besides warehouse rent, which may be done either in national or foreign ships. To

(a) The new Customs Tariff of Brazil takes effect from July 1, 1857.

ports in the empire the re-shipment can only take place in Brazilian vessels, whether the duty for consumption has been paid or not. This prohibition, according to article 239 of the regulation of 22d June, 1836, which governs the custom-houses of the empire, does not include merchandise with which foreign vessels enter the ports, not being despatched for consumption, and with which they intend to proceed to another port in Brazil where a custom-house is established. A vessel, even after having given entry to discharge all her cargo, and subsequently not wishing to do so, may proceed to another port on payment of 1 per cent. re-exportation duty.

“ Value of imports received from the United States, despatched for consumption, during the financial year ending June 30, 1852.

<i>Whence received.</i>	<i>Value despatched.</i>
Boston.....	Rs. 24,025||253
Baltimore.....	65,490||160
Charleston.....	151||500
New York.....	111,817||054
Philadelphia.....	61,990||050
Richmond.....	108,415||236
	<hr/> 371,889||253

<i>“ Of the above, 16,722||815 was free of duty, being the estimated value of machinery imported.....</i>	<i>16,722||815</i>
	<hr/> 355,166||438 <hr/>

The same during the year ending July 1, 1853.

<i>Whence received.</i>	<i>Value despatched.</i>
Alexandria	Rs. 7,320 000
Boston	22,026||417
Baltimore	170,542||600
Newport	8,292||000
New York	44,407||240
Philadelphia	80,310||770
Richmond	109,777 100
	<hr/> 442,670||127
Value of machinery imported free of duty..	12,980||000
	<hr/> Rs. 429,690||127 <hr/>

The same for the year ending July 1, 1854.

<i>Whence received.</i>	<i>Value despatched.</i>
Alexandria	Rs. 16,800 000
Boston	56,134||329
Baltimore	32,230||800
New York	87,251||020
Philadelphia	34,968||050
Richmond	89,018 000
	<hr/> 316,402||199
Value of machinery imported free of duty..	54,194 000
	<hr/> Rs. 262,208||199 <hr/>

“The official value given by the collector (which is much less than the market value) of merchandise landed from the United States and cleared at the Bahia custom-house for consumption, during the year ending July 1, 1852, was Rs. 371,889||253, equal to (taking the mil reis at 55 cents) \$204,539; 1853, \$243,471; 1854, \$174,021.

“The per centage duty accruing to the custom-house here on the above imports varies but a trifle from 25 per cent. on the valuations, which gives, for 1852, on Rs. 355,166||438, or \$195,341, duties paid \$48,835; 1853, on Rs. 429,690||127, or \$236,332, duties paid \$59,083; 1854, on Rs. 262,208||299, or \$144,214, duties paid \$36,053.”

ANSWERS.

FIRST SERIES.

1st. In reply to this interrogatory I have to remark, that during my administration of the consulate no difficulty has arisen between it and the provincial government, with the exception of the case of William Y. Harris, an American citizen, who died intestate, full particulars of which were duly transmitted to the Department of State, under date of May 25, 1852, No. 9.

In the above case I presumed that those parts of the treaty of 1828 applicable to it would not have been interfered with; but by the local authorities (as the department is aware from the correspondence, No. 9, above referred to) I was not permitted to administer on the estate; since when no further action has taken place in regard to the question.

2d. The commercial intercourse, not only of the United States, but of the other nations, with this province, as well as the other provinces composing the empire, is regulated by the general legislature of Brazil, which assembles at the capital, Rio de Janeiro, during the months of May, June, July, and August of each year; the government in such cases taking the initiative. Some partial changes for the better have latterly been introduced by the power vested in the government.

3d. No privileges are granted to the commerce of any nation which are not granted to the shipping of the United States. All nations are on a footing of perfect equality as far as shipping, imports, and exports are concerned.

According to the construction put upon articles 11 and 6 of the treaty with France, the subjects of that power are placed upon an equal footing with Brazilian subjects, and exempted from certain heavy internal taxes exacted from the subjects of all other nations in this province employed in hawking goods through the streets, in which a very considerable traffic is carried on. This, therefore, is an important privilege.

By virtue of other articles, on the demise of a French subject the French consul immediately enters upon the administration of his estate, without any interference on the part of the local authorities. This is a privilege of the first importance to the heirs of the deceased, and not enjoyed by the consuls of any other nation.

4th. The following is very nearly a correct statement of the port dues and other charges likely to accrue on vessels at this port, taking, for example, a vessel of 300 tons, United States register, but by Brazilian admeasurement she would be about 360 tons:

Anchorage, discharging, and loading 360 tons, at 300 reis per ton, 108 000, valuing	
the mil reis at 55 cents, our money.....	\$59 40
Misericordia hospital dues, say on ten men, composing the crew, at 640 reis each,	
6||400.....	3 52
Monsserrate hospital, the same.....	3 52
Bill of health on clearing, 3||200.....	1 76
Secretary of the government dues, 15||000.....	8 25
Stamp duties, say 2||000.....	1 10
Dispachante, (clearing,) 10||000.....	5 50
Lighterage, discharging cargo, say nine lighters, at 12||000 each, 108||000.....	59 40
Cranage, discharging cargo, say 2,600 bbls. flour, at 160 reis per crane load of five	
barrels, 83||200.....	45 76

Cooperage on flour, say 50||000.....	\$27 50
Lighterage, loading, say on 3,200 bags of sugar, at 60 reis each, 192||000.....	105 60
Stevedore, stowing outward cargo, at 30 reis per bag, 96||000.....	52 80
Cost of mats, say 30||000.....	16 50
Sundry boat-hire, say 12||000.....	6 60
	<hr/>
	397 21
Merchant's commission, $2\frac{1}{2}$ per cent.....	9 93
	<hr/>
	407 14
	<hr/>

Brazilian vessels to and from foreign ports have no privileges, so far as port dues are concerned, but are placed on precisely the same footing as foreign ships. Coasters, however, are exempt from anchorage dues.

A vessel entering with cargo merely to try the market pays 30 reis per ton per day. For instance, a vessel of 300 tons delayed in port three days for this purpose would pay 27||000 anchorage dues, or \$14 85. A vessel entering with cargo, discharging and loading, pays 300 reis per ton anchorage; for instance, a vessel of 300 tons would pay 90||000 or \$49 50 altogether, without reference to delay in port. A vessel entering in ballast and leaving with a cargo, or *vice versa*, pays half the above. A vessel entering in ballast and leaving in the same state pays no anchorage. Vessels in distress likewise pay no anchorage.

5th. The transshipment or re-exportation of goods coastwise, in vessels of the United States or other foreign ships, is not permitted; but the restriction does not apply to the transshipment or re-exportation of goods in bond (or on which the duties have not been paid) to foreign ports, in which cases 1 per cent. is exacted, and a bond is executed for the presentation, within a specified period, of a landing certificate from the port of discharge.

Brazilian vessels transshipping or re-exporting goods on which the import duty has not been paid, either coastwise or to foreign ports, are subject to the same onus.

Article 310 of the customs regulations says: "National vessels cannot, either by transshipment or re-exportation, take foreign merchandise from one to other ports in the empire where custom-houses are not established; and when taken to ports where custom-houses exist, they must primarily secure the payment of the duty and 'expediente,' in the manner determined in articles 240 and 241."

Article 307 says: "Goods and merchandise, either of national production or manufacture or foreign, cleared for consumption in any custom-house of the empire, can only be imported from one to another of its ports in Brazilian vessels; if carried in foreign ships, they are to be treated as if the goods were newly imported into the empire, on which full duties are to be exacted, and the ship bringing them is, in addition, subjected to the penalty established in article 160, (Rs.4||000 or \$2 20 per ton, admeasurement.) Notwithstanding, the transportation of passengers' luggage is permitted in such vessels, subject to the regulations and examination established in respect to those arriving from foreign ports."

6th. *Table of the gold and silver coins of Brazil, according to decrees 487, November 28, 1846, and 625, July 28, 1849, with their weights in pennyweights and grains troy, and their fineness and comparative value in federal money of the United States.*

GOLD.				SILVER.			
Denomination.	Dwts. grs.	Standard.	Comparative value.	Denomination.	Dwts. grs.	Standard.	Comparative value.
Pecas -----	9. 5 $\frac{1}{2}$	917	\$8 20	Pataca -----	17. 7	917	\$1 00
Moedas -----	5. 4 $\frac{1}{2}$	917	4 62	Two patacas, ($\frac{1}{2}$, &c., in proportion)-----	5. 0	917	67
Soberanos of twenty mil reis -----	11. 12 $\frac{5}{8}$	917	10 24	Two mil reis piece----	16. 9 $\frac{1}{2}$	11	94
Halfsoberanos of twen- ty mil reis-----	5. 14 $\frac{1}{2}$	917	5 12	One mil reis piece ----	8. 4 $\frac{3}{4}$	11	47
				Five hundred reis piece	4. 2 $\frac{3}{4}$	11	23 $\frac{1}{2}$

The copper coin is composed as follows: 5 reis piece; 10 reis piece; 20 reis piece, 1 vintem; 40 reis piece, 2 vintems; the latter weighs 18 dwts. 10 grains, of the nominal value of 2 $\frac{1}{2}$ cents; 25 of these pieces make a mil reis, or 1,000 reis, the reis being merely used as a numeral.

The above calculations are not given as absolutely correct, but, with the exception of very slight fractional differences, they are so; and I have bestowed much time and labor on the following tables of weights and measures, which may be received with confidence.

The weights and measures known and in common use in this province are the same as those established by, or rather those which have been inherited from, the supreme authority of Brazil, being, in fact, the old Portuguese or Lisbon standards. There are, however, differences in respect to the "algueire" and "canada," in daily use in this province, which will be noticed in their respective places.

Weights for gold and silver: The marco is divided into 8 ounces, 64 octaves, 192 scruples, 4,608 grains, which are equal to 3,541 $\frac{1}{2}$ troy grains, or 229.460 French grammes; 83 pounds troy weight being equal to 135 "marcos."

Commercial weights: The aratel, or pound, contains 2 marcos, 4 quartos, 16 ounces, 128 octaves, and 9,216 grains, which are equal to 7,083 troy grains; 110.729 pounds being equal to 112 pounds avoirdupois. 32 pounds, 1 arroba, = 32 $\frac{3}{4}$ pounds avoirdupois; 4 arrobas, or 128 pounds, 1 quintal, = 129 $\frac{1}{2}$ pounds avoirdupois; 13 $\frac{1}{2}$ quintals, or 54 arrobas, 1 ton, = 1,748 $\frac{1}{4}$ pounds avoirdupois.

Dry measure: The algueire of Bahia, in daily use for corn, "mandioca," &c., contains 2,475 cubic inches, equal to 1.150 Winchester bushels, and is divided into halves, and subdivided into quarters, eighths, &c.

The moio of Bahia contains 30 "algueires," or "fangas," as they are called when used for measuring lime. The moio, therefore, is equal to 34.6 Winchester bushels.

The algueire of Rio Janeiro contains 2,322 cubic inches, equal to 1.08 bushels; at least it is so understood at the custom-house here.

The moio of Lisbon is composed of 15 fangas, and each fanga 4 algueires. The Lisbon algueire contains 824.832 cubic inches. The Lisbon "moio," therefore, is equal to 23.02 bushels.

Liquid measure: Duties are exacted at the custom-houses of the empire on liquids by the medida, of Rio de Janeiro, which contains 162.4 cubic inches—142.241 medidas being equal to 100 gallons; but in the different provinces they are sold by local measures.

In this province, oil, rum, &c., are sold by the canada, of Bahia, which contains 435 cubic inches, equal to 1 883 gallons; one canada, therefore, being nearly equal to 1½ gallons.

The canada is divided into halves, and subdivided into quarters, called quartillos, eighths, &c.

Cloth measure: The covado and vara. The former is equal to 26.7 inches, and the latter is equal to 42.3 inches, and divided into halves, thirds, quarters, and eighths.

Comparative table of the weights of a ton of the various articles of produce usually shipped from Bahia, as adopted by the Bahia Mercantile Association, and sanctioned by the Commercial Tribunal.

Description of produce.	Bahia.	England.	France.
	Arrobas.	Cwt. or qrs.	Kilogrammes.
Sugar, in cases, boxes, or barrels.....	70	20	1,000
in bags.....	80½	23	1,150
Coffee, in barrels.....	63	18	900
in bags.....	73½	21	1,050
Tobacco leaf, in bales.....	42	12	600
in seroons.....	56	16	800
in rolls.....	70	20	1,000
in mangotes.....	73½	21	1,050
Hides, dry.....	45	12½	643
dry salted.....	56	16	800
green.....	70	20	1,000
Cotton, Maceio, or San Francisco.....	29	8¾	444
Cachoeira.....	27	7½	386
Cocoa, in bags.....	56	16	800
Tapioca, in bags.....	56	16	800
in barrels.....	49	14	700
Jacaranda logs.....	80½	23	1,150
Plassaba, loose bundles.....	24½	7	350
pressed.....	42	12	600
Rice, in bags.....	73½	23	1,150
in barrels.....	63	18	900
Bones.....	42	12	600
Hoops.....	35	10	500
	Canadas	Old gallons.	
Rum, in pipes.....	105	210	
Molasses.....	90	181	
Horns, Rio Grande or Buenos Ayres.....	2,000.		
Bahia.....	3,000.		
Coquillos.....	8,000.		
Segars.....	40 cubic feet.		

NOTE.—The slightest examination of this table shows its incorrectness, although framed by a committee of foreign merchants. For instance, 105 canadas are rendered as equivalent to 210 old gallons; whereas 105 canadas are equal to 197.7 gallons only. Notwithstanding this and other equally grave errors, it remains the established comparative table for computing freight at this port.

SECOND SERIES.

1st. *Average prices current of commodities during the months specified, exclusive of export duty, commission, or other charges, taking the mil reis at the nominal approximate value of fifty-five cents in United States currency.*

Months.	Sugar, white, per 100 lbs.	Sugar, Muscovado, per 100 lbs.	Hides, dry salted, per 100 lbs.	Hides, dry, per 100 lbs.	Coffee, per 100 lbs.	Jacaranda rosewood, per one dozen logs, average feet for shipping.
1853.						
July	\$3 10	\$2 58	\$6 47	\$8 39	\$7 05	\$61 00
August	3 18	2 67	6 74	8 39	7 05	61 00
September	3 41	2 87	6 64	8 25	7 56	61 00
October	3 42	2 98	7 02	8 67	7 56	61 00
November	3 29	2 87	7 08	8 74	7 56	61 00
December	3 36	2 88	7 29	8 94	7 56	61 00
1854.						
January	3 52	2 97	7 29	9 22	7 95	61 00
February	4 03	3 35	7 43	9 28	7 95	61 00
March	4 13	3 38	7 84	9 68	8 41	72 00
April	3 90	3 40	8 10	9 90	8 59	72 00
May	4 00	3 36	8 90	10 98	8 59	72 00
June	4 04	3 36	10 24	11 66	8 26	99 00

2d. Insurance, $1\frac{1}{2}$ per cent. ; freight, \$1 per bag of 160 pounds weight for sugar or coffee, and 1 cent per pound for dry salted hides. These rates are, of course, subject to the usual commercial fluctuations. Commission, $2\frac{1}{2}$ per cent. on purchase of produce with cash in hand ; but when exchange transactions are combined, $2\frac{1}{2}$ per cent. additional is charged for negotiating and endorsing the bills. Freight to Europe for the year ending June, 1854, has ranged from 47s. 6d. to 77s. 6d. sterling per ton. The rate for June, 1854, was 52s. 6d. per ton.

3d. Cash.

4th. There is no exchange on the United States. The rate on London for the year ending June, 1854, has ranged from $27\frac{1}{4}$ pence to $28\frac{3}{4}$ pence per 1,000 reis.

Par of exchange: The Brazilian "soberano," or 20 mil reis piece of the recent coinage, being worth (according to its relative value compared with our gold coin) \$10 24 cents, it follows that the "par of exchange" between the two countries is $51\frac{1}{2}$ cents per mil reis ; but the currency of Brazil being composed almost entirely of government paper money, this standard cannot be applied to commercial transactions as a guide ; and in the absence of direct exchange transactions with the United States, we must be governed by the rate of exchange on London, which either rises or falls as influenced by the commercial or other vicissitudes of the day.

The rate of exchange on London being 28 pence per mil reis, by taking the value of the pound sterling at \$1 80 cents, the result is 56 cents as the value of the mil reis in United States currency.

5th. *Export duty:* 10 per cent. on all products, which is paid by the exporter ; but on sugar and cotton one-half only is paid by the exporter and the other half by the seller.

Duties on the principal articles imported from the United States, calculated on the nominal value of 55 cents per mil reis. (a)

Description.	Duty.	Description.	Duty.
Flour.....per barrel..	\$1 65	Navy bread, ordinary.....per 32 $\frac{3}{8}$ pounds..	\$0 22
Beef.....do.....	2 76	Lard.....do.....	82
Pork.....do.....	3 57	Hams.....do.....	1 06
Resin.....do.....	1 06	Cheese.....do.....	2 11
Pitch.....do.....	58	Tea.....per pound..	33
Tar.....do.....	48	Pepper.....do.....	2 $\frac{3}{4}$
Blue drills, 27-inch.....per yard..	3 $\frac{7}{8}$	Cinnamon.....do.....	8
Stripes.....do.....	3 $\frac{7}{8}$	Wax, white.....do.....	11 $\frac{1}{2}$
Twills.....do.....	3 $\frac{7}{8}$	pirits of turpentine.....do.....	2 $\frac{1}{2}$
White drills.....do.....	3 $\frac{1}{2}$	Whale oil.....per gallon..	14
Domestics, twilled.....do.....	2	Cod fish, drum of 4 arrobas.....per 120 $\frac{1}{2}$ lbs..	1 38
Pilot bread and crackers.....per 32 $\frac{3}{8}$ pounds..	55	Lumber, 1-inch.....per 1,000 feet..	6 32

(a) As already stated, a new tariff takes effect July 1, 1857.

Machinery and agricultural instruments, such as ploughs, harrows, &c., pay 1 $\frac{1}{2}$ per cent. ad valorem. Clocks pay 30 per cent. ad valorem.

6th. There are no internal taxes levied upon commodities in this province.

Five per cent., or one-half of the export duty on produce, goes into the coffers of the provincial treasury, the other half to the general treasury of Brazil.

There is an additional provincial duty exacted of 2 per cent. on the value of produce shipped in bagging not of the manufacture of the province of Bahia.

The officers of the "consulado" (export custom-house) are exceedingly particular, and frequently unjust, in their arbitrary valuations of exports for the exaction of duties, in insisting upon a higher valuation than the *bona fide* cost of the article; even in weighing coffee in bags they make no allowance for the tare of the bag.

7th. The rates of wages in the various branches and occupations of labor connected with mercantile pursuits may be stated as follows: clerks' salaries range from \$300 to \$2,000 per annum, according to the duties to be performed, merit, and character of the mercantile houses in which they are employed. Laborers employed in discharging vessels earn 88 cents per day. Stevedores, employing their own gangs in stowing cargoes, earn as follows:

Cases of sugar.....	13	cents each.
Bales of cotton.....	9	" "
Bags of sugar or coffee.....	1 $\frac{5}{8}$	" "
Hides.....	1 $\frac{1}{10}$	" "
Barrels of sugar.....	2 $\frac{3}{4}$	" "
Rosewood.....	55	cents per one doz. logs.

Boatmen: The hire of a shore-boat, with one man to attend a vessel when the master does not wish to expose his crew to the effects of the climate, is \$1 10 per day.

Herewith will be found a regular file of prices current, from June 25, 1853, to July 1, 1854, in accordance with the instructions contained in the circular.

PERU.

CALLAO.

WILLIAM MILES, *Consul*.

AUGUST 9, 1855.

I have the honor to enclose herewith the answers prepared to six interrogatories contained in the circular of the Department of State, addressed to this office, and dated March 15, 1854.

ANSWERS.

FIRST SERIES.

1st. A treaty of friendship, commerce, and navigation exists between the United States and the republic of Peru, the terms of which treaty are adhered to in good faith at the port of Peru; and although questions sometimes arise in police cases regarding seamen belonging to American vessels, the authorities assist readily in arranging such questions as they occur. There is an unsettled question in conflict with the treaty, relating to the use of the waters of the river Amazon, and another, of recent occurrence, relating to jurisdiction, namely: the case of the ship "John Camming," of Savannah, in the matter of the killing of one of the crew by the master, at the Chincha Islands.

2d. The republic of Peru, being a sovereign and independent state, and no longer dependent upon Spain, the mother country, is now governed by a president, assisted by his cabinet, together with a council of state and the national congress. The present existing regulations are fixed and definite as regards commerce. Changes in parts of these regulations are made by decrees issued by the president and congress, when that body is in session, and by the president and council of state during the recess of congress, as required by the public exigencies. At present the government is undergoing the process of a revision of its fundamental laws, now being made by a convention of deputies elected from all sections of the country, and holding its sessions in the hall of congress at the city of Lima.

3d. There are no privileges permitted to the commerce of other nations which are denied or not allowed to the United States. There are no restrictions imposed on the commerce of other nations and not on that of the United States. But a line of eight fine British steamers carrying the mails and running between the ports of Panama and Talcahuano, under the provisions of a postal convention existing between Great Britain and Peru, are exempted from all tonnage duties and port charges whatsoever in the ports of Peru, in consideration for the transmission of the mails of Peru to and from the various ports of Peru at which they touch in making passages to and from Talcahuano and Panama. The whaling vessels of the United States, also, are allowed certain privileges in the port of Tumbez and all the open ports of Peru, in virtue of the treaty now existing, and which are stated at length in the 12th article of that treaty, on page 33 of the "Statutes at Large," 1st session, 32d Congress, 1851 and 1852. Some question has been made by Peru as to whether this privilege should allow whale ships to avail themselves of its provisions in one port only, while on a cruise, or at each or any port or ports, and every time they visit such port or other port or ports of Peru.

4th. The amount of the port charges made upon the vessels of the United States in the ports of Peru is as follows, namely: tonnage duty, 25 cents per ton; anchorage fee, \$8 on vessels to

Callao only; anchorage fee on vessels to Callao and the Chincha Islands is \$4 more, making \$12; inspector's fee, \$4 25; custom-house fee, \$4 25.

The various stamped papers cost from \$5 to \$12, according to the operations made by the vessel. There are no light-house dues nor any light-houses, and no hospital money is exacted. The tonnage duty is only payable in one port, and only once in six months. There are no pilots nor any pilot system in Peru—the nature of the ports rendering pilots unnecessary. National vessels that measure less than 200 tons do not pay any tonnage duty, but pay the other port charges. National vessels over 200 tons register pay 25 cents per ton, being the same duty that the vessels of all nations are made subject to. The line of eight British mail steamers, before mentioned in No. 3, are exempted from all port charges whatsoever, under the conditions of the postal convention now existing between Great Britain and Peru.

5th. The transshipment of goods is permitted in the vessels of the United States, either to another port in Peru or to a foreign port. This privilege is allowed also to the vessels of all nations.

By the “Reglamento de Comercio” for 1852, the latest yet published, sent with this, capítulo 1º, artículo 6º, it is allowed to vessels of all nations to take coastwise, from one open port (mayor) to another, any foreign goods in bond; that is, which have not paid duty; for example, from Arica or Isly to Callao. By article 10th it is allowed to take the productions of Peru, and any foreign merchandise free of duty, in the same manner, from any port to another port or ports in Peru. By article 16th all vessels may go loaded with free goods, and the productions of Peru, not only from one open port to another, but from an open port to a minor port, (menor,) or from a minor port to an open port, (mayor,) or in any manner. Vessels of all nations are permitted to go to the port Iquique, to load with nitrate of soda and other articles; and also to proceed from Callao to the Chincha Islands to load with guano.

6th. The moneys, weights and measures, known and in common use in Peru, are those of Spain, having remained the same as when Peru was a colony of Spain. The difference between the vara and the yard, in the custom-house, is 8 per cent. additional, the vara being about 33 inches of the English yard of 36 inches. The gross and dozen are the same as in the United States.

The gallon of oil, of wine, and of spirits, are each taken at $7\frac{1}{2}$ lbs. to the gallon.

The fanega is an arbitrary ideal measure, and is regulated by weight, namely; 1 fanega of wheat is 135 lbs.; 1 fanega of millet is 130 lbs.; 1 fanega of beans is 182 lbs.; 1 fanega of peas is 182 lbs.; 1 fanega of corn is 156 lbs.; 1 fanega of Lima beans is 156 lbs.; 1 fanega of tallow is 130 lbs. But these measures do not come into use in foreign intercourse, or in any large transactions.

There is no measure of bulk in use, such as a bushel or a gallon; articles measured in bushels or in gallons in the United States are sold by the pound or quintal of 100 lbs. in Peru. The difference between the pound and quintal (of 100 lbs.) of Peru and those quantities in the United States is 2 per cent., the pound of Spain and Peru being 2 per cent. heavier than the pound avoirdupois of the United States and England.

AUGUST 25, 1855.

I have the honor to enclose answers to the seven concluding interrogatories of the circular of the department dated March 15, 1854.

SECOND SERIES.

1st. For the prices of articles exported see table A annexed.

2d. Insurance, $1\frac{1}{2}$ to 2 per cent. Freight, \$20 to \$30 per ton of 2,240 pounds, guano, delivered; and the same price on 40 cubic feet measurement of other articles. Commission, $2\frac{1}{2}$ to 5 per cent. on the invoice.

3d. Cash in all cases on exports.

4th. Average rate of exchange, 5 to 7 per cent. premium for a bill on the United State. and 8 to 10 per cent. on United States currency. The true par of exchange is: Specie, 6 to 10 per cent. premium; by exchange, 6 to 7 per cent. Bills 6 to 7 per cent. premium; by the currency, 10 per cent.

5th. No duty is charged on merchandise exported. For duties on imports see table B annexed.

6th. No internal or other taxes are levied on exports.

7th. For rates of wages see table C annexed.

TABLE A.

Prices of exports.

Articles.	How sold.	Price sold at—	
		Wholesale.	Retail.
Guano (a) from the Chincha Islands.....	Per ton of 2, 240 lbs.....		There are no retail prices of these articles. They are collected for exportation.
Nitrate of soda, a sort of saltpetre	Per 100 lbs.....	\$1 25.....	
Hides, ox and cow	Each	2 00.....	
Bark, Peruvian.....	Per 100 lbs.....	40 00.....	
Tin, block	do.....	13 00.....	
Hats, straw.....	Dozen	12 00, &c.....	
Horns, ox and cow	1, 000.....	20 00.....	
Wool, sheep's.....	100 lbs.....	12 00.....	
Chocolate	do.....	14 00.....	
Vanilla	Pound	6 00 to \$7 00.....	
Balsam.....	do.....	1 50.....	

(a) Belonging to the government and people of Peru and sold by itself.

TABLE B.

Duties levied on the principal articles imported from the United States into Peru.

Articles.	Mode and quantity.	Valuation for duty.	Duty fixed, ad valorem, or free, &c.
Domestic 3-4 brown cottons.....	Vara.....	5 cents, $\frac{1}{4}$ cent every inch wider.	20 per cent. duty.....
white cottons.....	do.....	6 cents.....	do.....do.....
colored cottons.....	do.....	8 cents.....	do.....do.....
Cotton duck.....	do.....		Duty free.....
osnaburgs.....	do.....		do.....
bagging.....	do.....		do.....
Bags, gunny.....	Each.....		do.....
linen.....	do.....		do.....
Boots.....	Dozen.....	\$36.....	30 per cent.
Shoes.....	do.....	\$10.....	do.....
Butter.....	Per pound.....	Fixed.....	12 $\frac{1}{2}$ cents per pound ..
Soap, yellow.....	do.....	do.....	4.....do.....do.....
Lard.....	do.....	do.....	12 $\frac{1}{2}$.....do.....do.....
Hams.....	do.....	do.....	5.....do.....do.....
Candles of all sorts.....	do.....	do.....	12 $\frac{1}{2}$.....do.....do.....
Oil, sperm.....	Per gallon.....	do.....	25 cents per gallon ..
Cordage.....	Per 100 pounds.....		Free.....
Naval stores.....	Per barrel.....		do.....
Lumber.....	Per 1,000 feet.....		do.....
Machinery.....	Variously.....		do.....
Ice, (a monopoly from the United States).....			Free; prohibited.....
Coal.....	Ton, 2,240 pounds.....		Free.....
Ship-bread.....	Per 100 pounds.....		do.....
Coffee.....	Per pound.....	Fixed.....	5 cents per pound.....
Wooden ware.....	Variously.....	Various.....	25 per cent. duty.....
Corn brooms.....	Per dozen.....	do.....	50 cents per dozen.....
Flour.....	Per barrel.....	Fixed.....	2 cents per pound ..
Salt provisions.....	do.....		Free.....
Chairs, cane seat.....	Per dozen.....	\$20.....	25 per cent.
wood seat.....	do.....	\$10.....	do.....
Furniture.....	Each piece, variously.....	Various.....	30 per cent.
Tobacco, in leaf.....	Per 100 pounds.....		20 cents per pound ..
manufactured.....	Per pound.....		Free.....
Glass ware.....	Variously.....	Various.....	20 per cent.
Crockery ware.....	do.....	do.....	do.....
Hardware.....	do.....	do.....	do.....
Oars.....	Per foot.....		Free.....
Boats.....	Each.....		do.....
Firearms.....		Various.....	25 per cent.
Gunpowder.....			Prohibited.....
Clothing.....		Various.....	30 per cent.
Balance scales.....	Each.....	do.....	25 per cent.
Spices.....	Per pound.....	do.....	do.....

TABLE B—Continued.

Articles.	Mode and quantity.	Valuation for duty.	Duty fixed, ad valorem, or free, &c.
Twine	Per pound.....	Various	Free
Paper, writing	Per ream.....	do.....	20 per cent.
Salt	Per 100 pounds	\$10.....	25 per cent.
Codfish.....	do.....	\$5.....	20 per cent.
Copper sheathing.....	Per pound.....	.....	Free
Oakum.....	do.....	.....	do.....
All articles for ships' repairs, &c.....	.....	.....	do.....
Stationery	Various .....	.....	20 per cent.
Books, printed .....	.....	.....	3 per cent.
Staves .....	.....	.....	Free
Dyewoods .....	.....	.....	do.....
Bricks.....	.....	.....	do.....
Bunting for flags .....	.....	.....	do.....
Rice .....	.....	Fixed.....	2 cents per pound.....
Brandy.....	Per gallon.....	do.....	\$1 to \$1 50 per gallon.....
in bottles.....	Per dozen	do.....	\$3 per dozen.....
Composition sheathing	Per pound.....	.....	Free
Zinc sheathing	do.....	.....	do.....
Copper nails	do.....	.....	do.....
Felt sheathing	do.....	.....	do.....

TABLE C.

Rates of Wages.

Occupations of labor and personal service.	Mode and term.	Prices for service.	Remarks.
Chief clerks in first class houses.....	Per year.....	\$2,500 00	Board, &c., included
Salesmen and cashiers.....	do.....	2,000 00	do.....
Book-keepers	do.....	1,500 00	do.....
Ordinary clerks	do.....	600 to 800 00	do.....
Clerks in stores and shops.....	do.....	500 00	With and without board.....
Ship carpenters.....	Per day	4 50	Find themselves.....
Ship caulkers	do.....	4 50	do.....
Ship sail makers.....	do.....	5 00	do.....
Ship riggers	do.....	3 00	do.....
Ship stevedores	do.....	3 00	do.....
Steam engineers.....	Per month.....	175 00	do.....
Steam machinists	do.....	100 00	At the public works.....
Blacksmiths	Per day	5 00	Without board
Plumbers	do.....	5 00	do.....
Coopers	do.....	5 00	do.....
Wheelwrights	do.....	5 00	do.....
House carpenters	do.....	4 00	do.....

TABLE C—Continued.

Occupations of labor and personal service.	Mode and term.	Prices for service.	Remarks.
Cabinet makers.....	Per day.....	\$3 00	Without board.....
Butchers.....	do.....	4 00	do.....
Tin workers.....	do.....	2 00	do.....
Tailors.....	do.....	2 00	do.....
Shoemakers.....	do.....	2 00	do.....
Painters.....	do.....	3 00	do.....
Bricklayers.....	do.....	3 00	do.....
Stone masons.....	do.....	3 00	do.....
Market gardeners.....	Per month.....	24 00	With board, &c.....
Segar makers.....	Per day.....	2 00	Not boarded.....
Millwrights.....	do.....	3 00	do.....
Porters in stores.....	Per month.....		do.....
Sawmill workers.....			do.....
Printers, journeymen.....	Per day.....	5 00	do.....
Watchmakers.....	do.....	3 00	do.....
Goldsmiths.....	do.....	3 00	do.....
Gas-house men.....	do.....	2 00	A special company.....
Lamplighters.....	Per month.....	40 00	A contract business.....
Policemen.....	do.....	20 00	And 25 cents per day; soldiers..
Seamen, foreign voyages.....	do.....	40 00	} Shipped at Callao.....
Seamen, coastwise.....	do.....	20 00	
Coal heavers.....	Per day.....	1 50	Found in food.....
Foundry men.....	do.....	3 00	Public works.....
Adobe brick makers.....	do.....	2 00	For building.....
Cartmen and horses.....	do.....	2 00	Carrying merchandise.....
Omnibus drivers.....	do.....	3 00	In Lima.....
Ox cart men with goods.....	do.....	2 50	Merchandise.....
Muleteers with goods.....	do.....	5 00	With mules and goods in charge..
Bakers, journeymen.....	do.....	3 00	With board.....
Cooks in hotels.....	do.....	2 50	do.....
Servants at hotels.....	Per month.....	25 00	And perquisites.....
Laborers on shore.....	Per day.....	2 00	Not fed or lodged.....
Laborers afloat on board of ships.....	do.....	3 00	do.....
Women in shops.....	Per month.....	45 00	Segar, hat, and fancy stores.....
Pavers of streets.....	Per day.....	2 00	Lima and Callao.....
Night watches.....	Per month.....	17 00	Soldiers of the police.....
Laborers at the water works.....	Per day.....	2 00	Lima and Callao.....
Laborers on the public sewers.....	do.....	2 00	do.....
Soldiers, army.....	Per month.....	10 00	Fed and clothed.....
Soldiers, navy.....	do.....	14 00	do.....
Barbers, journeymen.....	do.....	45 00	Without board.....
Railroad men.....	do.....	60 00	do.....
Millers, (wheat).....	do.....	75 00	Found.....

ARICA.

JOSEPH W. CLARK, *Consul*.

NOVEMBER 18, 1854.

I have the honor to acknowledge the receipt by last steamer of a circular from the department, bearing date September 18, 1854, together with duplicate of those of March 15, 1854, and October 8, 1853. Owing to the civil war raging in this country for the last year, the continual change of the government officers, and the destruction of the public property, it is impossible to collect any accurate statistics in relation to the commerce, &c., of the past years.

The interrogatories contained in your circular of 15th March I shall proceed to answer to the best of my ability.

ANSWERS.

FIRST SERIES.

1st. The treaty between the United States and Peru is generally adhered to.

2d. The commercial intercourse of the United States within this consular district is dependent solely on the regulations of the mother country. These are modified more or less every year, according to the disposition of the administration at the time

3d. Privileges to and restrictions on the commerce of all foreign nations are in all cases the same.

The tonnage dues on vessels of all nations are the same, being for those over 200 tons burden 25 cents per ton; those under, nothing. Anchorage dues, at the first Peruvian port touched, \$8; at the second, \$6.

5th. The transshipment of goods to whatever port is allowed to vessels of the United States, with no particular privileges or restrictions.

6th. Moneys, weights, and measures, in this consular district, are the same as those used in Lima.

SECOND SERIES.

1st. This port is merely a transit port for the Bolivian trade, and, according to the existing treaties between Peru and Bolivia, all goods in transitu are passed free; but, in July, 1853, the Peruvian government imposed a duty of 40 per cent. on Bolivian produce passing through the country, causing an interdiction to that part of the transit trade. The Bolivian government immediately rendered this interdiction absolute by not allowing anything to come into Bolivia through Peru, thus forcing the trade through Cobija.

The usual exports are tin and copper ore, Peruvian bark, and Alpaca wool; all except the latter Bolivian produce.

Saltpetre is shipped in large quantities from the port of Iquique. It is sold at \$2 to \$2 50 per cwt. The price of tin ore varies from \$20 to \$23 per cwt. Of copper ore, from \$10 to \$12 per cwt; it is from 60 to 70 per cent. copper. Of wool, from \$30 to \$50 per cwt. Peruvian bark is monopolized by the government.

2d and 3d. Freights on all these goods range from \$25 to \$35 per ton. They also pay 5 per cent. commission and 2½ per cent. guarantee at six months' credit.

4th. A Peruvian dollar varies but very little from 90 cents federal currency at any time in the year. Gold dust pays an export duty of 25 cents per ounce; silver 6½ cents per ounce.

5th. American imports consist chiefly of domestics, blue drills, chairs, and common shoes. All cotton goods pay 15 per cent. on a valuation, varying from 5 to 9 cents per yard, according to the width of the article. Furniture pays a duty of 30 per cent. ; shoes 40 per cent.

6th. There are no internal taxes levied on these goods.

7th. Mechanics can command wages of from \$3 to \$5 per day ; common laborers, native, \$1 ; foreign \$1 50. Personal services in mercantile houses are paid at from \$600 to \$1,500 or \$2,000 per year.

PAYTA.

FAYETTE W. RINGGOLD, *Consul*.

NOVEMBER 27, 1854.

Agreeably to instructions contained in your circular of the 15th March last, I have the honor to forward the enclosed statement of merchandise duties for the three years, 1851, 1852, and 1853, and also to add answers to the various queries therein contained.

ANSWERS.

FIRST SERIES.

1st. The treaty between the United States and the republic of Peru, as far as my consulate and consular district is concerned, is faithfully observed.

2d. Commercial intercourse in my consulate, as in all other districts of Peru, depends solely on the mother country. There is no provincial or local legislation whatsoever in any part of Peru. The present "regulations of commerce" can be changed only by order or decree of general government.

3d. In this province, and in all other parts of the republic, there are no privileges conceded to the commerce of other nations which are not conceded to that of the United States. Nor are there any restrictions imposed on the commerce of other nations that are not imposed on that of the United States.

4th. All foreign vessels entering a Peruvian port are charged \$8 port dues, and 25 cents per ton, tonnage dues. By paying the tonnage dues in one port, they can for six months go to and from any Peruvian ports, but always paying \$6 port dues at each port. Peruvian vessels of less than 200 tons, and whalers of all nations of whatsoever tonnage, are exempted from the payment of harbor dues. Should any nation charge Peruvian vessels at a higher rate than 25 cents per ton, as tonnage dues, that nation's vessels are charged at the same rate by the Peruvian government.

5th. The transhipment in vessels of the United States of goods to another port in this country, or to a foreign port, is permitted, free of all duties or charges, except that of running a policy of despatch, which costs one dollar.

6th. The moneys, weights and measures in use in this province are established by the supreme government at Lima.

SECOND SERIES.

It is imposible to give in a tabular form, as desired by the department, the answers to the concluding queries of the circular.

1st. There are but two articles exported from this district to the United States, viz: Hats, commonly known as "Panama hats," the prices of which vary, according to quality, from \$15

to \$50 [per dozen?] and Peruvian bark or cascarilla, of an inferior quality, worth from \$12 to \$34 per cwt.

2d. As these articles are seldom or never shipped direct from here to the United States, but generally to Lima or Chili, they are not generally insured.

Freight per ton, per steamer to Lima, \$12 ; to Valparaiso, \$15 ; in sailing vessels, generally to either place, \$10.

3d. Merchants here purchase hats for cash ; indeed, it may be truly said that they are bought at retail. The following is the method. The agent in Piura goes on Sunday to an Indian village six miles off, called Catacoos, taking with him his money. The whole population being engaged in the manufacture of hats, the purchaser goes into any house he feels disposed, and there bargains accordingly. It requires great tact and experience to buy from these Indians, for they are shrewd, and always ask four prices for their hats. A gentleman who is a large dealer in this business informed me that he had often bought a hat for \$2 when \$12 had been at first asked, and the Indian was perfectly contented with his bargain.

Bark is brought from the interior, and large advances are generally made upon it. It is always bought at six months' credit.

4th. The average rate of exchange is about 6 per cent., and the true par of exchange between the United States and this district is 10 per cent.

5th. The "Arancel" of the republic of Peru, which I herewith send, will give satisfactory answers to this query.

6th. There are no internal taxes levied upon any foreign commodities, either in a crude, partially manufactured, or wholly complete state.

7th. Labor is remarkably cheap in this district, perhaps the most so of any in Peru. A native laborer seldom, if ever, gets over 75 cents, even in the port, and in the interior much less, even down to 25 cents. Prices current are not printed or issued in this district.

In conclusion, I have the honor to add that a bean has been discovered somewhere in the interior of this province which is said to produce a clear and beautiful oil, and possessing medicinal properties. I have not been able to obtain any as yet, but a company has been formed, and a monopoly has been granted it by the general government for the exclusive exportation and extraction of this oil. I believe that an English and an American gentleman are principally interested in the affair. The bean is said to grow on trees and in immense abundance, and so near to the river "Chiva" that either the bean in bulk or the oil can be rafted down.

Statement of merchandise imported from the United States into the port of Payta, with the duties paid thereon, for the three years ending December 31, 1853.

Merchandise.	Weight or measure.	Quantity.	Custom-house valuation.	Rates of duty.	Aggregate duties.
1851.					
White drills.....	Yards.....	24, 132	\$3, 008 31½	25 per cent. ...	\$752 06½
Blue drills.....	do.....	17, 023	2, 165 62½	25...do.....	541 40
Bagging.....	do.....	21, 027	2, 017 78	25...do.....	504 40
Ticking.....	do.....	24, 963	2, 911 68	25...do.....	749 92
Ticking.....	Pieces.....	12	84 00	25...do.....	22 00
White shirting.....	Yards.....	219, 735	20, 853 84	25...do.....	5, 213 43¾
Denims.....	do.....	28, 211	3, 624 06½	25...do.....	906 00

Statement of merchandise—Continued.

Merchandise.	Weight or measure.	Quantity.	Custom-house valuation.	Rates of duty.	Aggregate duties.
Domestics	Yards	54,340	\$4,241 62½	40 per cent. ..	\$1,696 62½
Salt beef	Cwt	2	12 00	12...do.....	1 43¾
Biscuit	do	67	335 00	12...do.....	40 18½
Flour	do	364	-----	\$3 per cwt....	1,092 00
Hams	Pounds	930	-----	6½ cts. per lb..	58 37½
Linseed oil	Gallons	496	446 37½	12 per cent. ..	53 56½
Butter	Pounds	600	150 00	25...do.....	37 50
Sperm oil	Cwt	6½	65 00	25...do.....	16 25
Black fish oil	do	124½	435 75	25...do.....	109 03
Sail needles	Thousand	2	13 84	25...do.....	3 43¾
Pitch	Cwt	73	175 50	12...do.....	21 06½
Iron nails	do	61	462 00	25...do.....	115 50
Copper nails	do	8	200 00	12...do.....	24 00
Copper in sheets	do	38½	987 50	12...do.....	118 50
Copper in bars	do	25	375 00	25...do.....	160 50
Oakum	do	16	64 25	12...do.....	7 75
Slush	do	214	642 00	25...do.....	160 50
Tarred rope	do	137½	808 44	12...do.....	97 00
Iron pots	Dozen	26	206 00	25...do.....	65 00
Paints	Cwt	33	328 50	12...do.....	39 44
Tin pans	Dozen	50	62 50	25...do.....	15 62½
Total, 1851	-----	-----	44,716 68½	-----	12,622 50½
1852.					
White drills	Yards	75,398	8,781 00	25 per cent. ..	2,195 25
White drills	do	91,766	1,590 94	15...do.....	238 62½
Blue drills	do	67,329	8,398 70	15...do.....	1,258 75
Striped cotton stuff	do	22,131	2,868 15	15...do.....	430 18¾
Bagging	do	12,984	1,261 78	25...do.....	315 31½
Ticking	do	58,019	6,266 00	25...do.....	1,566 50
Ticking	do	32,653	3,527 87½	15...do.....	529 18¾
Denims	do	8,937	1,158 25	25...do.....	289 56½
Denims	do	3,292	426 62½	15...do.....	64 00
White shirting	do	96,543	8,114 66	25...do.....	2,028 69
White shirting	do	204,053	8,053 75	15...do.....	1,208 06½
Pantaloons stuff, cotton	do	1,484	256 31½	15...do.....	38 44
Denims	do	17,158	2,223 72	15...do.....	333 50
Denims	do	26,850	3,470 81½	25...do.....	867 68¾
Canvas	Pieces	24	144 00	12...do.....	17 25
Canvas	do	30	210 00	3...do.....	6 30
Canvas	Yards	3,075	298 75	3...do.....	8 96
Maddapolans	do	14,190	1,208 25	25...do.....	302 06½
Maddapolans	do	2,400	155 50	15...do.....	23 31½
Cotton stripes	do	15,210	1,314 12½	15...do.....	197 12½
Domestica	do	216,220	14,634 06½	40...do.....	5,853 62½

Statement of merchandise—Continued.

Merchandise.	Weight or measure.	Quantity.	Custom-house valuation.	Rates of duty.	Aggregate duties.
Domestics	Yards	191,280	\$12,530 44	15 per cent.---	\$1,879 50
Salt beef	Cwt	52	300 00	12...do.....	36 00
Salt beef	do.....	34	204 00	3...do.....	6 12½
Biscuit	do.....	65	172 75	25...do.....	44 68
Tea crackers	Pounds	944	94 00	30...do.....	28 25
Flour	Cwt	172	-----	\$3 per cwt.---	516 00
Hams	Pounds	2,528	455 06½	3 per cent.---	13 62½
Butter	do.....	336	84 00	25...do.....	21 00
Butter	do.....	500	100 00	30...do.....	30 00
Oysters, in tins.....	do.....	120	30 00	25...do.....	7 50
Sundries.....	do.....	478	119 50	25...do.....	29 87½
Needles	Thousand	100	63 00	25...do.....	15 95
Fish hooks.....	do.....	12	16 50	25...do.....	4 12½
Florida water	Dozen	20	60 00	25...do.....	15 00
Castor oil.....	Pounds	204	58 06½	25...do.....	14 51
Linseed oil.....	do.....	2,977	357 31¼	12...do.....	42 87¼
Linseed oil.....	Gallons	100	90 00	6...do.....	5 37½
Spirits turpentine.....	Pounds	1,358	149 37½	12...do.....	17 87¼
Tar	Cwt	106	202 00	12...do.....	25 44
Pitch	do.....	10	30 00	3...do.....	87¼
Tar	Barrels.....	21	84 00	3...do.....	2 50
Buckets	Dozen	5	25 00	25...do.....	6 25
Blacking	Gross	12	72 00	25...do.....	18 00
Table knives	Dozen	168	204 00	25...do.....	51 00
Shoemakers' knives	do.....	50	25 00	25...do.....	6 25
Shirts for sailors.....	do.....	50	25 00	30...do.....	7 50
Drawers for sailors.....	do.....	50	20 87½	30...do.....	6 25
Bedsteads.....	do.....	4	240 00	30...do.....	72 00
Copper nails	Pounds	768	192 00	12...do.....	25 00
Copper nails	do.....	300	75 00	3...do.....	2 25
Iron nails.....	Cwt	56	392 00	25...do.....	98 00
Copper, in sheets	do.....	31½	785 00	12...do.....	94 18¾
Copper, in sheets	do.....	16½	411 75	3...do.....	12 31¼
Copper, in bars.....	do.....	9	135 00	25...do.....	33 75
Looking glasses.....	Dozen	232	637 00	25...do.....	159 25
Oakum	Cwt	48	192 00	12...do.....	23 00
Oakum	do.....	14	70 00	3...do.....	2 06½
Oakum	do.....	7	35 00	12...do.....	4 18¾
Brooms.....	Dozen	50	85 00	25...do.....	21 25
Slush	Cwt	635	1,906 50	25...do.....	476 62½
Matches	Gross	135	138 00	25...do.....	33 75
Glass lanterns.....	do.....	35	43 75	25...do.....	10 94
Tarred rope.....	Cwt	171	1,026 00	12...do.....	123 12½
Tarred rope.....	do.....	104	832 00	3...do.....	24 94
Twine, or small line.....	Pounds	190	22 75	25...do.....	5 56¼
Prepared paints.....	do.....	270	675 00	12...do.....	81 00

Statement of merchandise—Continued.

Merchandise.	Weight or measure.	Quantity.	Custom-house valuation.	Rates of duty.	Aggregate duties
Prepared paints.....	Pounds.....	189	\$330 75	6 per cent....	\$19 81
Powdered paints.....	do.....	1,246	224 25	25...do.....	56 06½
Oars.....	.....	397	353 00	9...do.....	31 77
Cane bottom chairs.....	Dozen.....	32	768 00	35...do.....	268 81
Cane bottom chairs.....	do.....	15	360 00	25...do.....	90 00
Wood chairs.....	do.....	24	312 00	35...do.....	109 18¾
Wood chairs.....	do.....	36	312 00	25...do.....	78 00
Iron tacks.....	Bundles.....	6,522	572 12½	25...do.....	143 00
Ink.....	Pounds.....	2,300	637 50	25...do.....	159 37½
Patent candles.....	do.....	750	210 00	30...do.....	63 00
Shoes.....	Pairs.....	280	233 31	30...do.....	69 94
Total, 1852.....	.....	.....	103,777 82	.....	21,915 88
1853.					
White drills.....	Yards.....	11,938	5,708 18¾	15 per cent....	856 18¾
Striped shirting.....	do.....	4,358	882 44	15...do.....	132 31½
Ticking.....	do.....	70,790	7,645 03	15...do.....	1,146 75
Denims.....	do.....	14,011	1,715 78	15...do.....	257 31½
White cotton drills.....	do.....	40,666	4,435 18¾	15...do.....	665 25
White cotton pantaloonsuff.....	do.....	32,816	5,447 68	15...do.....	817 12½
Canvas.....	do.....	6,625	643 81	3...do.....	19 31½
Cotton stuffs.....	do.....	45,152	3,885 44	15...do.....	582 75
Blue cotton shirting.....	do.....	18,372	2,380 78	15...do.....	357 12
Cotton handkerchiefs.....	Dozen.....	5,553	3,218 50	15...do.....	482 75
Domestics.....	Yards.....	319,418	19,648 12½	15...do.....	2,947 18¾
Salted beef.....	Cwt.....	55	330 00	3...do.....	9 87½
Biscuit.....	do.....	4	30 00	25...do.....	7 50
Flour.....	do.....	50	250 00	30...do.....	75 00
Hams.....	do.....	20	360 00	3...do.....	10 81
Butter.....	do.....	5	100 00	30...do.....	30 00
Oysters.....	do.....	70	17 50	25...do.....	4 37½
Cheese.....	do.....	260	39 00	30...do.....	11 80
Florida water.....	Dozen.....	28	84 00	25...do.....	21 00
Lavender water.....	do.....	30	52 50	25...do.....	13 12½
Linseed oil.....	Gallons.....	120	108 00	6...do.....	6 48
Turpentine.....	do.....	190	171 00	6...do.....	10 26
Tar.....	Barrels.....	36	144 00	3...do.....	4 31¼
Buckets.....	Dozen.....	19	95 00	25...do.....	23 75
Blacking.....	Gross.....	150	750 00	25...do.....	18 75
Varnish.....	Gallons.....	100	37 00	25...do.....	9 25
Knives.....	Dozen.....	40	13 60	25...do.....	3 37½
Sheet copper.....	Cwt.....	10	133 00	3...do.....	24 37½
Brass bedsteads.....	do.....	1	60 00	30...do.....	18 00
Copper nails.....	do.....	10	133 00	3...do.....	4 00
Looking glasses.....	Dozen.....	1,485	1,130 62½	25...do.....	282 62½
Brooms.....	do.....	68	136 00	25...do.....	34 00

Statement of merchandise—Continued.

Merchandise.	Weight or measure.	Quantity.	Custom-house valuation.	Rates of duty.	Aggregate duties.
Oakum	Cwt.	10	\$50 00	3 per cent	\$1 50
Slush	do	222	666 00	25 do	166 50
Matches	Gross	247	247 00	25 do	61 75
Rope	Cwt.	179	1,432 00	3 do	42 92
Prepared paint	do	13	95 00	6 do	5 37½
Rocking chairs	Dozen	16	96 00	30 do	28 80
Sofas	do	4	48 00	30 do	14 40
Cane-bottomed chairs	do	18	432 00	30 do	129 10
Wooden chairs	do	70	840 00	30 do	262 00
Mahogany chairs	do	5	180 00	30 do	54 00
Scissors	Pairs	494	43 00	25 do	10 75
Ink	Pounds	250	125 00	25 do	31 25
Total, 1853			64,029 22½		9,786 27

Years.	Total merchandise imported.	Total duties paid.
1851	\$44,716 68½	\$12,622 50½
1852	103,777 82	21,915 88
1853	64,029 22½	9,786 27

TUMBEZ.

SAMUEL J. OAKFORD, *Consul*.

JUNE 30, 1855.

In answer to the circular dated March 15, 1854, I would inform the Department of State that, within the consular district of Tumbez, there are neither bookstores nor printing offices where the documents referred to can be obtained. The only two copies of the Tariff and Commercial Regulations of Peru that exist in the place, are one belonging to the custom-house, the other the private property of myself.

ANSWERS.

FIRST SERIES.

1st. I would respectfully refer to my despatch No 16, dated 8th May, 1855, (a) a copy of which I include, by which it will be seen that it is the intention of the custom-house authorities of the countries to enforce the commercial regulations of Peru in regard to American whale ships, although article 12 of the existing treaty between this country and the United States grants certain privileges to United States whaling vessels which are incompatible with the restrictions of said commercial regulations.

2d. The commercial intercourse with the United States within this consular district is dependent on the regulations of the mother country, as stipulated by treaty with the United

(a) "Consular Returns—Navigation."

States of July 26, 1851, said treaty to remain in operation for the term of ten years from date of exchange of ratifications.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States. Whale ships of other nations are bound by the regulations of commerce, ("Reglamento de Comercio,") which restrict whaling vessels from having on board other effects than the necessities for fishing, provisions, and produce of fishery; they are allowed to sell oil and candles, for the purpose of obtaining fresh provisions, to the amount they may deem convenient.

4th. Whale ships are the only class of American vessels that are allowed to anchor at Tumbez without first touching at and entering a first class port, ("puerto mayor")—such, for instance, as Payta or Callao. They pay no port charges. Merchant vessels, coming from a first class port to Tumbez, of 200 or more tons register, pay an anchorage charge of \$4. If less than 200 tons register, they are free.

5th. The transshipment in vessels of the United States of goods, either to another port in the same country or to a foreign port, is not permitted.

6th. Weights, measures and money in use at the port of Tumbez are the same as those established by the supreme law of Peru.

SECOND SERIES.

1st, 2d, and 3d. There are no commodities exported to the United States from this consular district. I annex a table (A) of articles taken by whale ships, together with prices at which they have been sold last year.

4th. There being no direct commercial intercourse between Tumbez and the United States, it is impossible to state the par of exchange between the United States and this port.

5th and 6th. Refer to No. 1.

7th. Refer to table B. There are no commercial houses in Tumbez to employ clerks. Should an intelligent clerk be required, he could not be obtained for less than \$1,500, the expense and privations of living in Tumbez being so great.

There are no price current sheets published in this consular district, as there are no prices to quote excepting those of sweet potatoes and pumpkins; and, if there were, there is no printing press from which they could be issued.

TABLE A.—*Current prices of supplies furnished from Tumbez in 1854.*

Articles.	Prices.
Sweet potatoes.....per barrel....	\$2 00 a \$3 00
Wood.....per cord.....	3 00
Pumpkins.....per 1,000.....	8 00 a 10 00
Oranges.....per 1,000.....	5 00 a 6 00
Limes.....per barrel.....	1 50
Molasses.....per jar of 18 galls.....	10 00
Plantains.....per bunch.....	25
Fresh beef.....per cwt.....	6 00
Water.....	Free.

TABLE B.—*Current wages for labor in Tumbez in 1854.*

Classes of labor.	Rates of wages.
Shoemakers.....per day..	\$1 50
Farm laborers.....do.....	50 a \$0 75
Carpenters.....do.....	1 75
Tailors.....do.....	1 25
Blacksmiths.....do.....	1 75
Silversmiths.....do.....	1 75
Barbers.....do.....	1 50
Tin workers.....do.....	1 50

MAY 8, 1855.

I herewith transmit a copy with translation (No. 1) of a note received to-day at this consulate, relating to the privileges of American whale ships that may enter the ports of Peru; also, copies with translations (No. 2) of the different articles in the commercial code of Peru ("Reglamento de Comercio") that have bearing on the subject.

By referring to the existing treaty between the United States and the republic of Peru, you will see that this order, when put into effect, will be a violation of the 12th article of said treaty.

The administration of the custom house in Callao have given this decision under the belief "that a whaling vessel ought to have no other effects on board than the products of the fishery." This is an error; all whale ships that cruise in the Pacific necessarily carry merchandise on board for the object of trading in the small ports which they enter, particularly those of the different islands lying to the west, in many of which the use of money is unknown, and where, if they had no articles of merchandise to barter, they would not be able to obtain supplies.

[Translation No. 1.]

"RECEPTORIA DE TUMBEZ, May 8, 1855.

"*Al Sr. Consul de los Estados Unidos, Dn. S. J. Oakford:*

"The chief of the custom-house of the port of Payta has, under date of the 2d instant, communicated to me the following:

"The director general of finance, under date of the 24th ultimo, advises me as follows:

"In regard to the inquiry made by you, under date of 21st March last, whether whale ships can introduce, free of duty, goods which they bring on board, such as twilled muslins, plain muslins, denims, &c., the administration of the custom-house at Callao has issued the following instructions:

"SEÑOR ADMINISTRADOR: In the opinion of the auditorship, neither the 12th article of the treaty concluded between the United States and Peru, nor the 81st of the regulations of commerce, concedes to whale ships the power of introducing, in any quantity, duty free, either twilled muslins, plain muslins, denims, flour, or other articles which are registered as dutiable. The said 81st article only declares that oil and candles discharged by whale ships for the purchase of provisions in Tumbes are not subject to duty; so, also, with that discharged in other ports, observing, always, that the value thereof shall not exceed \$500, according to the tariff valuation; and, as this office understands that a whaling vessel ought to have no other effects on board than the produce of the fishery, it follows, naturally, that the said concessions have been made to them under this idea; corroborating, also, your idea of the concessions likewise contained in article 110, treating of port and tonnage dues, and in article 174, which declares nationalized those products of the fishery introduced, duty free, according to the provisions of the aforesaid article eighty-first.

"For all these reasons, the auditorship believes that the request of the chief of the custom-house of Payta, for the free introduction of goods brought by whale ships, other than such as can be considered the natural product of the fishery, to the amount of \$500, is inadmissible.

"All which I transcribe for you in reply to the aforesaid letter, and that you may govern yourself in your proceedings by the said information.

"Given for your exact compliance."

* * * * *

[Translation No. 2.]

Extracts from the "Reglamento de Comercio" of Peru.

ARTICLE 4.—Of vessels arriving at Tumbez, or any other minor port, from foreign countries, only whalers may enter, and they only on condition that they have no other cargo on board than the produce of their fishery, provisions, and stores for the use of the ship and crew.

ARTICLE 81.—Oil and candles discharged from whale ships for the purpose of purchasing provisions are not subject to duty in Tumbez, nor in any other port; observing always that the value, according to tariff valuation, may not exceed \$500 for any one vessel.

ARTICLE 110.—Port and tonnage dues shall not be received from ships-of-war, from foreign transports bringing only provisions, coal or other stores, nor from whalers. The latter having on board only the produce of their fishery, may disembark of said produce to the amount not exceeding \$500 in any one port, except Tumbez, where they may dispose of whatever amount they may deem convenient.

ARTICLE 174.—The product of the whale fishery, introduced duty free into the country, in accordance with the privileges and provisions of this code, may be transhipped to other ports as nationalized merchandise, complying with article 81.

CHILI.

TALCAHUANO.

WILLIAM CROSBY, *Consul*.

DECEMBER 15, 1854.

In reply to a circular from the Department of State, under date of 15th March, 1854, I beg leave to submit the following:

ANSWERS.

FIRST SERIES.

1st. There is no treaty existing between the two governments at the present time.(a)

2d. The commercial intercourse existing between the republic of Chili and that of the United States of America depends almost wholly upon the legislation of the former. The tariff and other commercial regulations are enacted by the Congress from year to year, or by a commission appointed by Congress for that purpose. A new tariff for the year 1855 has just been adopted, and will go into effect on the 1st of January of the coming year. The power to make a change exists with the Congress.

3d. There are no privileges permitted to the commerce of other nations which are denied to the United States. All stand upon an equal footing and enjoy the same privileges and are subject to the same restrictions. The vessels of nations, however, which have not accepted the reciprocal system adopted by the Chilian government in 1851, are charged 75 cents per ton in addition to the usual tonnage dues. No other distinctions are made with foreign merchant vessels.

4th. The port charges are \$2 for anchorage, payable each time a vessel anchors in any port

(a) Error.

in the republic, and \$2 payable to the captain of the port for a certificate to the roll of the vessel's crew. When a ship waters at this port she is charged \$3; a barque \$2 50; and a brig \$2; although the latter can hardly be called port charges. National vessels are charged the same. There being no light-houses in this consulate no dues on that account are charged.

5th. The transshipment of goods from the ports of the republic to any foreign ports is free to vessels of all nations. That of goods from one to another port of the republic is confined to national vessels and foreign steamers, with exception of the following articles, which may be transhipped for coast ports by vessels of any nation, viz: stone coal, fire bricks, iron, lumber, and earth for foundry purposes.

I refer you to the first chapter of the accompanying "custom-house ordinance" for all the regulations concerning the coasting, internal and guano trade, observing that the exportation of guano from Chili is at present unimportant.

6th. The current moneys are as follows, viz:

Coin.	Current at—	Actual value.	Coin.	Current at—	Actual value.
The doubloon, or ounce gold.....	\$17 25	\$16 00	Twenty-cent piece	\$0 20	\$0 18
Half doubloon	8 62½	8 00	Rial, old coin.....	12½	12½
Quarter doubloon.....	4 31¼	4 00	Ten-cent piece	10	9
Escudo, or eighth.....	2 15	2 00	Medio, or half rial.....	6½	nominal.
Dollar, silver	1 00	90	Five-cent piece, new.....	5	4½
Half dollar, silver	50	45	Cent, copper.....	1	-----
Quarter, new coin	25	22½	Half-cent, copper.....	0½	-----

The weights are: The ton, of 2,000 pounds Spanish, equal to 2,025 pounds federal; quintal, 100 pounds Spanish, equal to 101¼ pounds federal; arroba, 25 pounds Spanish, equal to 25 $\frac{3125}{10000}$ pounds federal; pound, and its divisions, Spanish, equal to 1.0125 pound federal.

The measures are as follows: The vara, 108 of which are equal to 100 yards federal; the arroba, (liquid,) equal to 8¼ gallons federal; the gallon, (liquid,) equal to $\frac{9166}{10000}$ gallon federal.

The fanega, (dry measure,) equal in weight in the following articles:

Bran	to 75 pounds, federal..	Flour.....	to 200 pounds, federal..
Red pepper.....	to 35.....do.....do.....	Dried figs.....	to 170.....do.....do.....
Aniseed	to 112.....do.....do.....	Dried peaches	to 175.....do.....do.....
Saffron	to 15.....do.....do.....	Lentils	to 200.....do.....do.....
Shell lime.....	to 175.....do.....do.....	Walnuts	to 96.....do.....do.....
Barley and white wheat.....	to 155.....do.....do.....	Oregano	to 25.....do.....do.....
Flinty wheat and Indian corn.....	to 160.....do.....do.....	Grass seed	to 200.....do.....do.....
Beans	to 200.....do.....do.....	Potatoes.....	to 200.....do.....do.....

A more exact estimate of the fanega can be made by comparing it with the French "litre," being equivalent in capacity to 97 "litres."

SECOND SERIES.

1st. Prices current.

Flour, per 200 lbs.....	\$7 00 Chilian, equal to \$6 48 federal.	Bran, per 75 lbs	\$0 30 Chilian, equal to \$0 27½ federal.
Wheat, per 160 lbs. ..	2 50.....do.....do..... 2 31.....do.	Potatoes, per 200 lbs...	2 75.....do.....do..... 2 54.....do.
Coals, per 2,025 lbs....	6 00.....do.....do..... 5 55.....do.	Wool, per 100 lbs....	9 00.....do.....do..... 8 33½.....do.
Wine, per gallon	35.....do.....do..... 33½.....do.	Ox hides, each.....	3 00.....do.....do..... 2 77.....do.
Beans, per 100 lbs....	3 00.....do.....do..... 2 77.....do.	Cow hides, each.....	2 00.....do.....do..... 1 85.....do.

2d. The rate of freight to the Atlantic States has averaged about \$25 per ton, and to California about \$20 per ton of 2,000 pounds Chilian, (say 2,025 federal). Usual commission for purchase and shipment of merchandise is 5 per cent., or $2\frac{1}{2}$ per cent. with funds in hand. Insurance is generally effected in Europe or in the United States.

3d. For cash or short credit.

4th. Eight per centum.

5th. See accompanying "Tariff of Duties."

6th. No internal duties are levied upon imports of any kind.

7th. I subjoin a statement which I consider as fair averages of the prices paid for the different kinds of service mentioned, viz :

Book-keepers and clerks of 1st class, \$1,000 to \$1,200 per annum ; book-keepers and clerks of 2d class, \$500 to \$800 per annum ; overseers of estates of 1st class, \$1,500 to \$2,000 per annum ; overseers of estates of 2d class, \$500 to \$1,000 per annum ; master miners, in coal mines, \$1,000 to \$1,500 per annum ; laborers in coal mines, 31 to $37\frac{1}{2}$ cents per day ; millers, (in grist mills,) \$800 to \$1,200 per annum ; shipmasters, on the coast, \$50 to \$60 per month ; mariners, \$15 to \$18 per month ; engineers and machinists, \$50 to \$100 per month ; carpenters, \$2 to \$2 50 per day ; caulkers, \$1 50 to \$2 per day ; riggers, \$2 per day ; lightermen, 75 cents per day ; stevedores, \$25 to \$31 per month ; lumpers, 75 cents per day ; laborers, in town, $37\frac{1}{2}$ cents per day ; laborers, in country, 25 cents per day ; sawyers, for sawing boards by hand, $37\frac{1}{2}$ to 50 cents per day.

I have been unable to procure regular files of price current sheets for said year, as none are kept or published in this place or in Concepcion. There are no other markets or ports in this consular district into which foreign goods are imported, or from which goods or produce are exported, save this port of Talcahuano. Owing to the close proximity of the city of Concepcion to this port, (nine miles distant,) the market may be called one, especially as the prices range the same in both.

ARGENTINE REPUBLIC.

BUENOS AYRES. (a)

WILLIAM HOLLEY HUDSON, *Consul*.

AUGUST 1, 1855.

I have the honor to acknowledge receipt on 21st ultimo of your letter of April 24, enclosing duplicate circular of March 15, 1854. Having entered upon the duties of this consulate only last month, I have had no earlier opportunity of replying. The paper enclosed herewith, marked A, gives the gross amount of the imports into this port from the United States for the years 1851, 1852, and 1853. All decrees, orders, regulations, &c., influencing the commerce of the United States during those years have been heretofore transmitted.

ANSWERS.

FIRST SERIES.

1st. There exists no treaty between the governments of the United States and Buenos Ayres.

2d. The commercial intercourse of the United States is dependent on and subjected to modification by the legislature of the State.

(a) Within a few years, Buenos Ayres has withdrawn from the Argentine Confederacy.—See Part I, page 743.

3d. The flags of all friendly nations now enjoy the same privileges, and are subject to the same restrictions as national vessels.—(See paper marked C.)

4th. For port charges, &c., see statement marked B. The charges on Buenos Ayres vessels are the same.

5th. The transhipment of goods by American vessels is permitted on the same terms as by Buenos Ayrean vessels.

6th. The weights and measures are the same as those used in Spain. The paper money of the country has no fixed value; fluctuating daily—the doubloon—sixteen dollars, silver—being now worth from 345 to 350 dollars. The variations for the year ending July, 1854, were from 317 to 322.

I enclose copy (marked C) of the decree of September 6, 1854, placing vessels of all friendly nations on the same footing with Buenos Ayrean vessels.

SECOND SERIES.

1st. A statement (marked E) of prices for each month of the year ending July, 1854, of the products of this country shipped to the United States.

2d. The insurance is usually 2 per cent. Freight on bales, \$6 to \$10 per ton; freight on dry hides, $\frac{1}{2}$ to 1 cent per lb.; freight on salted hides, $\frac{1}{4}$ to $\frac{1}{2}$ cent per lb. Commissions $2\frac{1}{2}$ per cent.

3d. Products of the country are bought for cash. American products are sold on 1, 2, and 3 month's credit.

4th. There are no regular quotations for exchange on the United States; during the year ending July, 1854, the rate varied from par to 3 per cent. discount. The par of exchange can only be calculated upon the rate of English exchange, which for that year varied from 64s. 6d. to 69s. sterling per doubloon.

5th. For the duties on exports, see paper marked E. For duties on imports, see tariff F. and statement A.

6th. There are no internal taxes.

7th. For prices of labor in the various departments of trade, &c., see paper marked D.

A.

Statement of the average aggregate value of cargoes imported from the United States in American and foreign vessels into the port of Buenos Ayres for the years specified.

1851.....	\$600,181 00
1852.....	659,915 00
1853.....	497,836 00

A portion of the above cargoes were not the growth or production of the United States, and were, consequently, entitled to debenture.

The duties are ad valorem, calculated upon a valuation of about 10 per cent. less than the market price here. It is impossible to obtain the average amount of duties paid on these cargoes without a very considerable expense, there being none of the facilities at the custom-house here for procuring such statements as we find in the United States.

B.

Statement of port dues, &c., for the port of Buenos Ayres.

Tonnage dues, entering per ton.....	\$1 50 currency =	\$0 7½
Visit and regulations.....	7 00 “ =	35

Stamps, entering.....	\$89 00	currency	\$4 45
Stamps, opening register to load.....	80 00	" =	4 00
Tonnage dues, clearing.....	1 50	" =	7 $\frac{1}{2}$
Crew list.....	12 00	" =	60
Bill of health.....	6 00	" =	1 95
Pilotage to inner roads.....	200 00	" =	10 00
Pilotage to outer roads, (only payable when vessels enter the inner roads).....	200 00	" =	10 00
Pilotage to Point Indio, according to draught (a vessel of 11 feet aft pays \$60 currency,) say, per foot.....			5 00
Vessels of less than 120 tons pay, per ton.....	2 00	" =	10
Vessels entering or clearing in ballast pay but 6 rls. per ton.....		" =	3 $\frac{3}{4}$

The above reduction is based on \$20 currency to the silver dollar.

C.

BUENOS AYRES, *September 9, 1854.*

I transcribe for your information, and other purposes, the law sanctioned under date of 6th instant.

The senate and chamber of representatives have sanctioned the following law :

1st Article.—From the date of the present law, there will not be charged in the ports of the state of Buenos Ayres to the vessels of friendly nations of more than 120 tons, for tonnage dues, port dues, pilotage, salvage, in case of damage or shipwreck, more than will be charged to Argentine vessels.

2d. Communicate, &c.

D.

Prices paid for various classes of labor in Buenos Ayres.

Blacksmiths . . . . .	}	.....\$1, \$1 50, and \$2 per day.
Carpenters.....		
Shipwrights		
Caulkers		
Porters.....	}	.....\$1 50 to \$2 50 per day.
Sawyers.....		
Masons.....		
Coppersmiths		
Machinists.....		\$2 50 to \$5 00 per day.
Saddlers.....	}	.....75 cents to \$1 per day.
Bookbinders.....		
Paviors		
House servants.....		\$12 50 to \$17 50 per month.
Women servants.....		\$5 to \$10 per month.
Tailors.....	}	.....\$40 to \$45 per month.
Hatters.....		
Shoemakers.. . . .		
Agricultural laborers.....		\$10 to \$15 per month.
Clerks.....		\$15 to \$100 per month.
Mariners get from \$8 to \$16 per month.		

Statement of prices, &c., of exports to the United States from Buenos Ayres for the year ending June, 1854.

ARTICLES.	Export duty.	Quantity.	PRICES—1853.												PRICES—1854.			
			July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.				
Hides, ox and cow, dry.	10 cts. each.	Per 35 lbs.	\$4 75 a 5.	\$4 75 a 5.	\$4 75 a 5.	\$5 a 5 12.	\$5 25 a 5 37.	\$5 30 a 5 62.	\$6	\$6 50 a 6 75	\$6 50 a 6 75	\$6 25 a 6 37	\$6	\$6 12 a 6 25.				
salted	.....do.	Per 60 lbs.	4 a 4 12.	4 37 a 4 50.	4 25 a 4 37.	4 25 a 4 50.	4 25 a 4 50.	4 37 a 4 50.	4 75	4 87½	5	5 a 5 12.	5	5 a 5 12.				
horse, dry.	5 cents.	Each one.	80 cts. a 85	80 cts. a 85	80 cts. a 85	80 cts. a 85.	80 cts. a 85 ..	90 cts. a \$1.	90 cts. a \$1.	80 cts. a 90	1 a 1 10.	90 cents.	85 cents.	95 cents.				
salted	.....do.	.....do.	\$1 25 a 1 37.	\$1 25 a 1 37.	\$1 25 a 1 37.	\$1 25	\$1 25	\$1 12 a 1 25.	\$1 25 a 1 30.	\$1 25	1 12½	\$1 a 1 12.	\$1 a 1 12.	\$1 a 1 12.				
Wool, washed.	10 cts. per arr. of 25 lbs.	Per 25 lbs.	2 25 a 6.	2 25 a 6.	2 25 a 6.	2 25 a 6.	1 75 a 4 25.	1 75 a 4 25.	2 a 5	2 a 5 75.	2 a 5 25.	2 a 5 25.	2 a 5 25.	1 75 a 5 50.				
unwashed	.....do.	.....do.	1 a 3 50.	1 a 3 50.	1 a 3 50.	1 a 3 50.	1 a 2 50	1 a 2 50	1 10 a 3 20.	1 15 a 3 15.	1 25 a 2 80	1 25 a 2 80	1 25 a 2 80	1 a 3.				
Goatskins	4 pr. et. ad val	Per dozen.	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12	3 12.				
Sheepskins	15 cts. pr. doz.	.....do.	3 a 4	3 a 4	3 a 4	3 a 4	3 a 4	3 a 3 25.	3 75 a 4.	3 75 a 4.	3 50 a 3 75	2 50 a 3.	2 50 a 3.	2 25 a 2 50.				
Calfskins	10 cents	Each.	4 50 a 5.	4 50 a 5 25	4 50 a 5 25	4 50 a 5 25.	4 50 a 5 25.	5 50 a 5 62.	6 a 6 25.	6	6	5 85	6 10.	6 30.				
Horns	4 pr. et. ad val	Per M.	30 a 65.	17 50 a 65	17 50 a 65.	17 50 a 65.	17 50 a 65.	20 a 70.	a 70.	17 50 a 80.	17 50 a 80	17 50 a 80	20 cts. a 75	30 a 75.				
Hair	10 cents	Per 25 lbs.	2 50 a 6 50	2 50 a 6 50	2 50 a 8.	2 50 a 8.	2 50 a 8.	2 50 a 6 25.	4 50 a 7 50.	4 50 a 7 50	3 75 a 7 50	4 a 7 50.	\$4 a 7 50.	3 75 a 8 25.				
Bones	4 pr. et. ad val	Per ton.	3 a 3 50.	3 a 3 50.	3 a 3 50.	3 a 3 50.	3 a 3 50.	3 75 a 6.	5 50 a 6.	5 50 a 6.	5 50 a 6.	5 50 a 6.	5 50 a 6.	5 50 a 6.				
Tallow	7½ cents.	Per 25 lbs.	2 25 a 2 50.	2 25 a 2 50	2 25 a 2 50.	2 25 a 2 50.	2 25 a 2 50.	2 25 a 2 50.	3	3	3 12½	3 25	3	3 a 3 25.				
Mares' grease.	.....do.	.....do.	45 cts. a 50	45 cts. a 50	45 cts. a 50	45 cts. a 50.	1 10	1 10	1 15	1 35	1 35	1 30	1 30 a 1 35.	1 30 a 1 35.				
Ostrich feathers	4 pr. et. ad val	Per lb.	30 cts. a 50	30 cts. a 50	30 cts. a 50	30 cts. a 50.	30 cts. a 50.	30 cts. a 50.	30 cts. a 60.	30 cts. 60.	25 cts. a 60	25 cts. a 60	30 cts. a 60	30 cts. a 50.				
Nutria skins	Free	.....do.	25 cts. a 30	25 cts. a 30	25 cts. a 30	25 cts. a 30.	25 cts. a 30.	25 cts. a 30.	25 cts. a 30.	20 cts. a 22½	22½ cts. a 25	22½ cts. a 25	22½ cts. a 25	32½ cents.				

The above prices calculated on \$20 paper to the silver dollar.

F.

Tariff of the Argentine Republic for 1854. (a)

CHAPTER I.—IMPORTS.

ARTICLE 1. Articles admitted free of all duty: gold or silver, stamped or in bullion; precious stones, unset; printing presses and their appurtenances; books and pamphlets; church ornaments, and, in general, every object designed for public worship, as also the productions of this and of the other provinces of the Argentine republic in general.

ART. 2. The following merchandise shall pay 5 per cent. ad valorem, viz: gold or silver, wrought or manufactured, with precious stones or without them; silk textiles, fringed or bordered with gold and silver; every instrument or utensil tipped or ornamented with these metals; machines for the use and purpose of any branch of industry; quicksilver; coal; salt; saltpetre; gypsum; stones for building; bricks; staves; wood for door and window frames; rafters; masts, unhewn or rough timber, and also prepared for land or naval construction; brass and steel, unwrought; copper in leaves or sheets; lead in bars or sheets; iron in bars or sheets; tin sheets; soldering materials of tin; cane for chairs, and, in general, all articles of prime necessity for the industrial arts.

ART. 3. The following goods shall pay 10 per cent.: wools and furs for manufacturing purposes.

ART. 4. The following merchandise shall pay 12 per cent.: silk, raw and for sewing, and, in general, all manufactures of silk.

ART. 5. The following merchandise shall pay 15 per cent.: textiles of wool, thread or cotton; manufactures of metals (except of gold or silver;) paper of every description, including printing paper; instruments and implements of science and art; drugs, and all other articles not comprised under any of the articles of their law.

ART. 6. Merchandise paying 20 per cent.: manufactures, (clothing,) ready made, of wool, flax, or cotton; boots and shoes; saddles; harness for horses; sugar; tobacco; yerba maté; coffee, tea, cocoa; olive oil, and every description of provisions.

ART. 7. From the foregoing article are excepted wheat, flour, and Indian corn, which shall pay—the first, an equivalent of twelve silver reals [\$1 50] per fanega [two and a half English bushels;] the second, an equal sum per quintal; and the third, an equivalent of one silver dollar per fanega.

ART. 8. Merchandise paying 25 per cent.: wines and alcoholic liquors generally.

ARTS. 10 and 11. Relate to tare allowed on liquors.

CHAPTER II. Relates to export duties.

CHAPTER III. *Article 25.*—The introduction by land of any foreign merchandise subject to duty is prohibited.

CHAPTER IV. Relates to the manner of calculating the duties, &c.

ART. 40. The alteration, &c., made by the present law in import and export duties shall take effect January 1, 1854.

ART. 41. The present law shall be revised every year.

(a) Translated from original accompanying consular return.

PARAGUAY.

ASUNCION.

EDWARD A. HOPKINS, *Consul*.

AUGUST 12, 1854.

The circular to United States consuls, from the Department of State, bearing date March 15, 1854, was received by me on the 16th instant, and I have the honor to forward to you the following reply: This country having been opened to foreign commerce only since the fall of General Rosas, in February, 1852, and not having as yet any direct trade with any ports or countries beyond the Rio de la Plata, save San Borja, on the banks of the Uruguay, in Brazil, it is absolutely impossible for me to state the average aggregate value of imports, the growth, produce or manufacture of the United States. The course of trade hitherto adopted, save in one instance, has been to sell the exports of the country to interested parties in the lower Argentine ports, such as Rosario, Buenos Ayres, &c., and in Montevideo, in the republic of Uruguay, and to purchase there, from the import merchants of all nations, the articles of return commerce. The instance alluded to is that of the establishment of the general agency of the United States and Paraguay Navigation Company in this city. The first assorted cargo of American productions, amounting to about \$20,000 in value, ever introduced into this country, was sent out by that company, and did not pay any duties or debenture at the seaports of debarkation. That part of the cargo which was composed of American domestics found a ready and profitable sale, whilst other articles requiring a more advanced stage of civilization among the people were not found available, and were reshipped to Buenos Ayres to be sold there. I can say, however, that American domestics are preferred in this market over all others, and their consumption is already considerable; they pay 20 per cent. import duties.

In my despatch of 15th July, in answer to your circular of 8th October, 1853, (a) I have already sent you the only documents procurable which come under the heads of those you demand.

There is, however, one decree of the past year, herewith transmitted, which has a direct influence upon the commerce of the United States within my jurisdiction, for it is uncalled for by any rule of sound policy. The occasion which called it forth has long since ceased, and it has only been a mere pretext to continue and cement the system of Doctor Francia, in making the state the only merchant, and is thus destroying all hopes of any advancement to this country, or of an influx of foreigners, or their industry. It is needless to say that, although ten months have passed since the transit duty of five per cent. at Corrientes was raised, this decree has not been repealed. Its immediate effect has been to raise all prices above the possibility of remuneration to the foreign or native purchaser for exportation, whilst the state, which is comprised in the family of the president, with its millions, purchases and exports everything.

ANSWERS.

FIRST SERIES.

1st. We have here no knowledge that the common treaty, signed by Mr. Pendleton, as well as by the English, French, and Sardinian ministers, has been ratified by the United States government, and, as stated in my last despatch, the time of ratification, 15th June last, has

(a) "Consular Returns—Navigation."

long passed away. I rejoice at this, for I do not consider that said treaty, in anywise, fulfils the objects of treaty law, or gives the least protection to foreigners in this country.

The ratifications made some months since by England, France, and Sardinia, are not yet published here as the law of the land, or put into any kind of operation. Frenchmen who have desired to cut wood like the Paraguayans have had to apply on stamped paper for a special permission, to await during many months the pleasure of the president to give an answer, which was conceded as a favor and not as a right.

2d. The commercial intercourse of the United States with Paraguay rests solely upon the will of President Lopez, in all its parts and branches. He has published a tariff, which has been forwarded to your department. Under it he names appraisers. Local legislation emanates solely from the president. The Congress, which meets once in five years, confines itself to an *ex post facto* ratification of all the decrees and acts of the president during the prior semi-decennial period.

For the reasons given, we can have no security in the duration of any commercial regulations, except those which preserve to the state its enormous monopolies in commerce. They may be temporary, or otherwise, according to the whim, fancy, or passion of the moment.

3d. This has been already answered in my despatch No. 5, in answer to Queries III, No. 2, circular of October 8, 1853,

4th. There is no distinction recognized on foreign voyages that I am aware of, and foreign vessels are not admitted to the coasting trade. The rest of this query is already answered in my despatch No. 5, Queries III, No. 12, and tariff, &c., forwarded.

5th. The transshipment of goods in foreign vessels from one port to another is not permitted here, as it would come under the head of coasting trade. To a foreign port it is permitted. The restrictions or privileges would be personal, and just as the president might choose.

6th. Weights, measures, moneys, &c., are the same as those used by the mother country, (Spain.)

SECOND SERIES.

In reference to the questions which you instruct me to answer in the tabular form, I would say: that, unfortunately, no direct trade between the United States and this country being established as yet, all those articles of Paraguayan production which have reached the American ports, say hides, hair, &c., &c., will appear as productions of either Buenos Ayres or Montevideo in the reports from those consulates.

From this I except a few hundred thousand cigars, which have been despatched from here to the United States, valued at from \$1 50 to \$2 50 per 1,000. The gums and woods, which the same parties ("United States and Paraguay Navigation Company") have exported, for the same destination, were merely samples. These articles were accompanied by a sworn invoice according to law, and I communicated with the board of general appraisers at New York, accompanying the official newspaper here with the wholesale prices for the payment of export duties.

2d. There are no rates of insurance in use here. This is regulated by our agents at Buenos Ayres. Freight has never varied from 18 $\frac{3}{4}$ to 25 cents per arroba, of 25 pounds—maximum \$20 per ton, as stated in my despatch No. 5. Native commissions are 2 per cent.; those of foreign houses 2 $\frac{1}{2}$ for purchase, and the same for sale; brokerage is 1 $\frac{1}{2}$ per cent. on purchase of tobacco.

3d. The modes and terms of sale in this country are generally cash ; sometimes merchandise is exchanged for tobacco, to be paid at the next harvest.

4th. There is no exchange between here and the United States. On Buenos Ayres it has been 2 per cent., as an accommodation—difficult to find and subject to special agreement.

5th. The duties upon all imports from the United States, which are available merchandise, are 20 per cent.—See “*Reglamento de Aduana*,” forwarded with despatch No. 5.

6th. Diezmos, or tithes, 10 per cent. ; export duties, 10 per cent. ; rent of land at a high valuation, as the State owns almost all the land in the country, 6 per cent. We have here 26 per cent., without being able to determine the amount of the grievous tax of stamped paper and passports, to bring your goods to market ; also, forced labor for the State, giving your vessels, carts, animals, and laborers for nothing, and the service of the post horses and houses, which private individuals are not permitted to hire ; to which we add bad pay, and uncertain at that, of the army and gunboat squadron.

7th. Various branches of labor are paid for as follows : Carpenters, 50 cents per day ; shoemakers, 25 cents per day ; tailors, 25 cents per day ; wood-sawyers, 12½ cents per yard ; ship carpenters, 50 cents per day ; master masons 50 cents per day. All other descriptions of labor, such as brick-making, tending cattle, farming and planting, tanning and driving ox-carts, house servants, &c., are paid 25 cents per day, without food, and 18¾ per day if boarded ; per month, \$2, without board, and \$1 50 with two meals, and slight breakfast, and plenty of time to sleep.

There is no such thing as a price current known in this city, nor in any part of Paraguay.

URUGUAY.

MONTEVIDEO.

R. M. HAMILTON, *Consul*.

SEPTEMBER 1, 1854.

In conformity with the tenor of your circular to United States consuls, under date March 15, 1854, I have the honor to transmit herewith answers to the interrogatories.

As regards the commerce of the United States with this country, I beg to state that it has much diminished of late years, which may be attributed to the late civil war of nine years duration. The interior of the country, which formerly abounded in horned cattle, is now without a sufficiency to supply the “*Estancias*” for breeding those useful animals, millions of them having been destroyed for their hides alone in the course of the war before mentioned, by the troops of generals Rosas and Oribe ; and the consequence is, that little or no produce comes in from the country. Vessels from the United States with their outward cargoes proceed onward to Buenos Ayres, where they find return cargoes, which are easily obtained. Capitalists of late have turned their attention to agriculture, particularly to the cultivation of wheat and Indian corn, which flourish here in a high degree, and I am of opinion that in the course of a few years this country will be enabled to supply Brazil in the article of flour in abundance, in exchange for its coffee, sugar, tobacco, &c., &c., articles there of vast consumption. There is a fine opening here for a steam mill, for the grinding of wheat and corn, none as yet having been introduced into this country, and it is worthy the attention of some of the enterprising citizens of the United States. Wind, and horse power for mills are the only means used at present

throughout the country ; and although its streams of water are innumerable, that power has not been brought into action. The manufactures consist chiefly of soap, tallow candles, chocolate and leather, the latter of very inferior quality, which may be attributed to the species of bark used for tanning. Steam navigation on the Rio de la Plata, and its tributaries, is gradually increasing. There are two steamers running regularly between this city and Buenos Ayres, and others to the Parana and Uruguay rivers, carrying freight and passengers ; however, it may be considered as yet in its infancy. The very high price of fuel is a serious obstacle to steam navigation in this quarter, as no coal mines are found here, and the coal used comes from England and the United States, at a very dear rate, and, in consequence, the steamers have not realized so profitable a business as was anticipated.

ANSWERS.

FIRST SERIES.

1st. There being no treaty between this government and that of the United States, it requires no reply, save that, generally speaking, we are on an equality with other nations that have none.

2d. The commercial intercourse of the United States, as well as of other countries, is dependent on the local legislation of this ; and the present regulations are to rule until this legislature or government think proper to modify the same.

3d. I know of no commercial privileges granted to any country which are denied to the United States. France has a treaty with the government by which, or in virtue of the right of usage which the French law is said to authorize to the third generation, the children of French subjects born in this country are exempted from military service ; but I am not aware that others can avail themselves of such exemption. The term of treaty with England expired about the beginning of the present year. It will, no doubt, ere long be renewed, and with modifications.

4th. *Port charges on foreign vessels at the rate of 800 reis to the Montevidean dollar.*

Pilotage inward.....	\$10
Mooring	4
Tonnage duty, 300 reis per ton (say on 150, if not more).....	43.6
Free of entry, if to discharge.....	8
Stamps for ditto.....	12
Custom-house officer \$1 per day, while discharging and loading, say for 30 days.....	30
Stamps, in case of loading and on being despatched.....	25.4
Hospital fees, from \$4 to \$6, according to the number of hands on board the vessel	5
Pilot to Franquia.....	4
Bill of health.....	4.4
Escribano's fees, if for balance of cargo \$8, or if the vessel lade here.....	12
Spanish \$127 a 1,000 reis, or.....	<u>\$158.6 at 800 reis.</u>

Vessels are allowed to lay 12 days from arrival without entering at the custom-house, and may land samples, so as to dispose of a part or the whole of their cargoes by same in the mean-

time; after which, they can go away by paying for pilotage and health visit, and for the bill of health, as well as stamps. But if they clear in ballast, the charges are something more.

Vessels bearing the flag of this republic pay only 200 reis per ton, tonnage duty, and \$2 for the health visit.

5th. Transhipment of goods is permitted to the vessels of all nations bound to foreign ports, or to those of the republic, the rivers of the interior being opened to the flags of all nations, and under the same regulations as national vessels.

6th. The moneys, weights and measures known and in common use here are different from those of the United States.

Weights and measures.—100 lbs., or a quintal of Montevideo, which is 4 arrobas of 25 lbs. each, are considered equal to 101½ lbs. or more of English weight; 20 quintals to the ton of 2,000 lbs.; 106.27 varas of Montevideo are also about equal to 100 English yards. The English gallon measure is sometimes used; the common Catalan pipe of wine is considered to contain 128 gallons, or 180.76 frascos of Montevideo. A fanega measure of Montevideo is equal to about 3¼ English bushels. A ton of salt, 7½ fanegas of 280 a 290 lbs. each. A fanega of wheat weighs from 225 a 230 lbs., and it is calculated that it yields a barrel of flour, the bran, &c., paying for the expense of grinding. A fanega of barley, 7 arrobas or 175 lbs.

A pesada of dry hides weighs 40 lbs., and of salted, 75 lbs.

Currency.—Our nominal dollar is current at 800 reis. Patacons, patriot, and Spanish dollars are at 1,000 reis. Spanish and patriot doubloons at 19½ current dollars of 800 reis. Silver being scarce, its value has been increased, so that a single doubloon, if changed, only yields \$15½ Spanish. Some other foreign coins are current at 960 reis. Five franc pieces at 900 reis. The United States dollar is not current at more than 800 reis; but the law will, no doubt, be soon amended, when it will be estimated according to its intrinsic value.

SECOND SERIES.

1st. For wholesale prices, please to refer to copies of prices current from 1st July, 1853, to 1st of same month of the present year, a file of which is now forwarded, as has been desired. As for retail prices, we have no standard to go by, produce being purchased according to the quantity of cargo required. While some articles may have left a loss, others may have yielded from 10 to 50 per cent. or more; those most liable to fluctuation being flour, tobacco, and domestic goods, the latter having to compete with those of England and Germany, which, though of inferior quality, work their way into these markets.

2d. As yet we have no insurance offices in operation here, and recourse is generally had to Rio de Janeiro, England, or the United States, to have it effected. Freights must depend upon the aggregate tonnage of vessels in port, as well as the objects of the interested in coming here. Commissions on sales of ships' merchandise are 5 per cent.; on specie or bullion, 1 per cent.; on purchases with funds, on costs and charges, 2½ per cent.; on returns in specie or bills without guarantee, 1 per cent.; on drawing, endorsing, and negotiating bills of exchange, 2½ per cent.; on discharging and reloading vessels in distress and requiring repairs, 2½ per cent.; on receiving and paying money on which there was no commission previously charged, 1 per cent.; on adjustment of averages and accounts by power of attorney, 5 per cent.; on ships' disbursements in ordinary cases, 2½ per cent.; but if advance is made, 5 per cent.

3d. By brokers' or private sales, part for the cash or on a credit, or credits of one, two, or three months.

4th. The average rate of exchange from the 1st July, 1853, to the 1st of same month of the present year, has been 4*s.* 1½*d.* per Spanish dollar, or 66*s.* 1*d.* sterling per doubloon. Five franc pieces, at 90 cents each, would approximate to their value in the United States more than other currency. The old established par of the Spanish dollar has been considered at 4*s.* 6*d.* sterling = 54*d.*

5th. For duties and exports to and imports from the United States, please refer to copy of tariff now in force.(a)

6th. There are none, other than what the tariff specifies on goods; but foreign commercial houses have to take out a yearly license, which costs about 100 Spanish dollars—the natives being more favored in their particular branches of industry. A property tax, however, is talked of as likely to take effect.

7th. Varies according to the arrival or departure of foreigners, both of which is frequent from and to Buenos Ayres, as influenced by the political conditions of this and that place. Average, \$1 per diem for common laborers; mechanics, \$2 per diem.

(a) The latest tariff is that of July 19, 1856.—See Part I, p. 773 *et seq.*

CONSULAR RETURNS.

NAVIGATION.

CONGRESS OF THE UNITED STATES.

THIRTY-THIRD CONGRESS: SECOND SESSION,

IN THE HOUSE OF REPRESENTATIVES,

Tuesday, December 26, 1854.

Mr. THOMAS J. D. FULLER, by unanimous consent, submitted the following resolution ; which was read, and, by unanimous consent, considered and agreed to, viz :

Resolved, That the President of the United States be requested to communicate to this House (in connexion with the Report on Commercial Relations and Comparative Tariffs, requested by a resolution of this House of December 14, 1853) copies of all returns of consuls and commercial agents of the United States, made in reply to a circular from the Department of State, dated October 8, 1853, or such portions thereof as he may deem expedient.

THIRTY-FOURTH CONGRESS: THIRD SESSION.

Monday, February 9, 1857.

The SPEAKER, by unanimous consent, laid before the House the following message, this day received from the President of the United States, viz :

To the House of Representatives :

I transmit a report from the Secretary of State, with accompanying documents, in answer to the resolution of the House of Representatives of December 26, 1854.

FRANKLIN PIERCE.

WASHINGTON, *February 4, 1857.*

Ordered, That the said message and accompanying documents be laid on the table and printed.

CONSULAR RETURNS—NAVIGATION.

MESSAGE

FROM

THE PRESIDENT OF THE UNITED STATES,
TRANSMITTING THE RETURNS.

To the House of Representatives:

I transmit a report from the Secretary of State, with accompanying documents, in answer to the resolution of the House of Representatives of December 26, 1854.

FRANKLIN PIERCE.

WASHINGTON, *February 4, 1857.*

DEPARTMENT OF STATE,
Washington, February 4, 1857.

To the President of the United States:

The Secretary of State, to whom was referred the resolution of the House of Representatives of December 26, 1854, requesting the President "to communicate to this House (in connexion with the Report on Commercial Relations and Comparative Tariffs, requested by a resolution of this House of December 14, 1853,) copies of all returns of consuls and commercial agents of the United States, made in reply to a Circular from the Department of State dated October 8, 1853, or such portions thereof as he may deem expedient," has the honor to lay before the President the accompanying papers.

In relation to the delay in answering the resolution, it is proper to state, that, from some of the consulates, returns in reply to the Circular named have not been received, while the latest, of which copies are transmitted, have reached this department at a very recent date. Further delay, however, in communicating an answer to the resolution has been deemed inexpedient.

All of which is respectfully submitted.

W. L. MARCY.

DEPARTMENT OF STATE,
Statistical Office, February 3, 1857.

SIR: I have the honor to submit, herewith, copies of returns of consuls and commercial agents of the United States, made in reply to a Circular from the Department of State, dated October 8, 1853.

I have the honor to be, sir, your obedient servant,

EDMUND FLAGG, *Superintendent.*

Hon. W. L. MARCY, *Secretary of State.*

CIRCULAR INSTRUCTIONS

TO

CONSULS AND COMMERCIAL AGENTS OF THE UNITED STATES.

DEPARTMENT OF STATE,

Washington, October 8, 1853.

SIR: You will, as soon as practicable, procure and furnish to this department the information indicated by the accompanying queries, (prepared with care at the Treasury Department,) as to all ports and places within your consular limits. The legation of the United States at _____ will endeavor to procure and transmit printed official copies, if practicable, of all the laws and regulations of _____ now in force, relating to the subjects embraced in the queries; but you will also send information as to any *local* laws or regulations, within your consulate, on the same subjects. The information desired, you will notice, is for the year 1852, but any you may obtain for previous years, or since 1852, now in force, exhibiting changes, as well as any comments and suggestions you may deem useful to this department, will also be given in answer to the appropriate queries.

Diligence and intelligence in procuring all such information, and punctuality in transmitting it to the department, are valuable qualifications for an official position like that which you hold, and prompt attention to the duty now enjoined upon you will receive merited consideration; and, on the other hand, neglect or remissness cannot but impair the official standing of consuls at this department, and will not, in any case, escape notice.

It is presumed that the present instructions can be fulfilled without expense to the United States, insomuch as every consul ought to possess most of the information sought for in order to discharge his official duties creditably. If he does not possess it, he ought to obtain it to qualify himself for the proper performance of those duties. No pecuniary compensation can be promised to you for the fulfilment of these instructions, as Congress has not made any appropriation therefor; but it is presumed that the evidence that may be furnished by the answers of consuls to the enclosed, (and other queries,) will probably have influence in procuring the allowance of annual salaries, in addition to the fees of office, to most of the consuls of the United States, as a compensation for similar service thereafter to be rendered annually, or at shorter periods.

The chief object for which information is thus sought from you is to enable the government of the United States to act advisedly on measures for maintaining its friendly relations with _____.

The extension and increase of the commercial intercourse between the two countries, and that the people of both may avail themselves of the mechanical and other improvements of either, are also considerations of importance. You will be careful to give such frank and full explanations as should remove any possible distrust or suspicion that anything is sought for with any different object. This being done, it is not doubted that aid will cheerfully be

afforded you by official authorities, and merchants, in your consulate, and you may give assurances that such course will be appreciated and reciprocated by the United States. This circular, with the queries enclosed, is the first of a series to be prepared and systematized upon different topics, which will, hereafter, from time to time, be sent to you, and which you will be expected to answer, as now directed with respect to those herewith transmitted. The department is desirous to collect a body of facts and statistics, of an official and authentic character, with respect to every place to which United States consuls have been appointed. The answers will be preserved in the archives, and it is expected that portions of them will annually be submitted to Congress for the publication of such as may be deemed useful. To insure uniformity and facility of reference, your answer to each query should be numbered to correspond, and written in a fair, plain hand, on paper the same size as this letter, having a margin to allow it to be bound.

Tabular statements, when practicable, are preferred to all others; and notes and remarks should be appended. Narrations of general ancient history, not directly bearing on the subjects embraced in the queries, or merely speculative opinions or disquisitions as to past occurrences, will be more appropriate in communications distinct from the answers to the queries, which are chiefly as to statistics and facts of the current time. The circular and the queries will be received by consuls at places which have no vessels, and where none are built; nevertheless, answers to some of the queries may give useful information, and, therefore, the same attention is expected from them as from others. Copies hereof will be transmitted to all the functionaries of the United States in foreign countries, and the prompt assistance of every one is expected to accomplish the desired object.

Your answers should be made as directed, and transmitted so as to be received here prior to the _____ of _____, 1854; and you will forthwith acknowledge the receipt of this circular.

I am, sir, respectfully, your obedient servant,

W. L. MARCY,
Secretary of State.

To _____
Consul of United States.

QUERIES No. I.

Ship building, &c.

No. 1. What are the legal rules in your consulate for ascertaining the tonnage of vessels; and are those of ship builders different therefrom? State the rules and give examples—stating length, and depth, and width, &c., and tonnage—and make comparison with the rules in the United States.

No. 2. What official documents (register, &c.) are issued to vessels as proofs of nationality or of ownership? Transmit a form of each, if practicable, and translate into American.

No. 3. In what manner and form are vessels transferred? Send form of document if practicable.

No. 4. Are any foreigners allowed to own and employ _____ built vessels in the foreign trade, or in coasting, or in internal trade of that country; and if so, on what terms?

No. 5. Are foreign-built vessels allowed to be owned by _____ ; and if so, on what terms? State all the distinctions made between foreign and domestic-built vessels.

No. 6. What number of vessels were built within your consulate in 1852? State in table in forms A, annexed.

No. 7. What kind of wood is principally used in your consulate in ship building, for timber and for planking, and for decks, &c., &c.? where it is usually obtained, and how? State if imported, and the duty thereon. What is the general cost at ship-yard, of each kind, per running foot, American board measure, or per cubic foot? State quality, &c.

No. 8. What kind of timber is used generally for masts and spars, &c.? State particulars, as in query No. 7.

No. 9. What fastenings are chiefly used? State as above, and the cost per pound.

No. 10. Is copper sheathing used? If any other kind, state where and how obtained, and cost per pound.

No. 11. Are any means not used in the United States adopted for the seasoning of ship timber, or for its preservation; if so, what?

No. 12. Are there any public depositories of ship timber, &c.? If so, state how established and regulated, cost, &c.

No. 13. Are there any such private depositories? If so, state how established and regulated, &c.

No. 14. What materials are used for caulking, and where and how obtained, and cost? and if there are any different from the pitch and oakum used in the United States, state what, and how prepared, quality, &c.

No. 15. What kinds of standing and running rigging are used? State different kinds, quality, cost, &c., &c.

No. 16. Of what are the sails generally made? Where and how obtained, &c.?

No. 17. Are there any peculiarities of rig in _____ vessels? If so, state them particularly, and their advantages, if any.

No. 18. What kinds of anchors and cables, tackle, blocks, &c., &c., are used? State kinds, where and how obtained, and advantages, if any.

No. 19. Are there any peculiarities in _____ as to shape of rudders, &c., and as to mode of steering, &c.?

No. 20. Are _____ vessels generally superior or inferior vessels as to safety, &c.?

No. 21. How do they compare with other vessels as to speed?

No. 22. How do they compare with other vessels for carrying freight?

No. 23. How long do they generally last as seaworthy with ordinary repairs?

No. 24. Are the shipwrights generally foreigners, or natives of _____ ? and if foreigners, state of what country they usually are.

No. 25. What are the wages per day of shipwrights, and how are such workmen generally obtained?

No. 26. Are there any extensive ship building yards, public or private, in your consulate? If so, state as to both, where situated, cost, and extent, &c., &c.

No. 27. Are there any public or private docks for repairs of vessels? State as to both, where situated, cost, extent, &c., &c.

No. 28. Are foreign vessels permitted to use them ; and if so, on what terms ?

No. 29. Are there any marine railways ? If so, state where situated, extent, cost, &c., as above.

No. 30. Are there any peculiarities in the stocks on which vessels are built, or in launching vessels ? If so, state them.

No. 31. Are there any machines, tools, or implements, used in the building or repairs of vessels, not in use in the United States ? If so, describe them, &c., and cost, &c., and where manufactured.

No. 32. What materials or articles used in ship building in the United States would probably find a ready and profitable market in your consulate ? State particulars as to prices there, and extent of market, &c., and import duties, &c.

No. 33. What materials or articles so used there could be advantageously brought to the United States for sale ? State particulars, &c.

No. 34. What is the general charge per ton, or otherwise, for building vessels of different classes in your consulate ?

No. 35. If American vessels can be sold in your consulate, state if with probable advantage, the class or kind, and the price per ton, or otherwise, that could probably be obtained, &c. ; for what employment purchased, &c., &c. ; and all information useful to American ship-builders disposed to send vessels there for sale.

No. 36. From what persons or authorities, &c., have you obtained the information you give in answer to the foregoing ?

No. 37. If any books or pamphlets have been recently published in _____ on the aforesaid subjects, or reports (official or otherwise) made, can copies be obtained for the United States ; and if so, how, and at what cost ? State the title and dates of publications, and describe works particularly, &c., &c.

No. 38. Is shipping and ship building on the increase or decline in your consulate ? State causes in either case.

No. 39. Does any interest exist in favor of the introduction into your consulate of American improvements in ship building, &c., and can the same be promoted ; and if so, how ?

No. 40. Give like information to the above (in respect of your consulate) that you may have, as to _____ generally.

QUERIES No. II.

Sailors in merchant service.

No. 1. What is the aggregate number of seamen in the _____ merchant service, and at different ports and places ; what number are natives and what foreigners, and from what countries generally ; and what number of seamen are in foreign trade, what in coasting trade, and what in internal trade ? (Give tables, forms B, annexed, stating all different countries.

No. 2. What is the usual complement of the crew of an _____ vessel per ton, or otherwise, in the different kinds of trade ? State officers generally employed, and duties ; state as to sail and steam vessels, and as to different classes.

No. 3. Are pilots usually employed for voyages, or for vessels going into or out of port merely ?

No. 4. Are supercargoes usually employed on foreign voyages ?

No. 5. Is there any code of laws or regulations respecting seamen, &c., in the merchant service? If so, state the same, &c.

No. 6. What provision is made for sick, disabled, or infirm seamen, within your consulate?

No. 7. How are sailors generally obtained or shipped?

No. 8. Do sailors seek foreign service? If so, state what service generally, and if it is discouraged by law.

No. 9. Are they usually employed in foreign vessels trading to ports?

No. 10. What are the rations and allowances to sailors in merchant service; how provided? State kind of provisions, and if spirit or wine rations are allowed. Give the usual form of what is called "shipping articles." For what offences are wages forfeited; how paid, &c.?

No. 11. What provision is made by law for medicine or for outfit of clothing, &c., for sailors, by vessels to which they belong? Are advances of wages usually made to seamen when shipped?

No. 12. Is any provision made by law for their return to from foreign voyages?

No. 13. What system of discipline and punishments for offences prevails in merchant service?

No. 14. Does the number of sailors increase or decrease? State assigned cause in either case.

No. 15. From what parts of are native sailors chiefly obtained, and what is the usual primary employment of youths who become sailors? Is there any apprentice system in operation in the merchant service? Are there fisheries or other service for boys? State terms, &c. State if pilots and pilots' apprentices generally are a distinct class from seamen.

No. 16. What wages are paid in naval service, and what are the inducements to sailors to enter it?

No. 17. Are sailors exempt from civil and military duties or taxes exacted from persons on land? State exemptions, if any.

No. 18. Are the merchant seamen subject to conscription or impressment in naval service?

No. 19. Can alien sailors enter the merchant service on the same terms as native sailors?

No. 20. What is the general character for intelligence, activity, and skill of sailors; and are the officers in the merchant service generally skilled in navigation?

No. 21. What theory or system of navigation is pursued by the merchant sailors? What books of instruction or guide books do they use in learning or pursuing their occupation? What instruments do they use? Are they different from those used by the merchant service of the United States, (compasses, sextants, quadrants, barometers, chronometers, thermometers, &c., &c.,) and where are their instruments generally procured; and whether there are any improvements to those used in the merchant service of the United States; and state everything else important or interesting on this subject, and especially any suggestions as to improvements in our system, and by which the safety and comfort of the sailors may be increased, and the interests of the mercantile service promoted.

No. 22. From what persons or authorities, &c., have you obtained the information you give in answer to the foregoing?

No. 23. If any books or pamphlets have been recently published in on the aforesaid subjects, or reports (official or otherwise) made, can copies, probably, be obtained for the United States; and if so, how, and at what cost? State titles and acts of publication, and describe works particularly.

QUERIES No. III.

Shipping, Navigation, Tonnage, &c.

No. 1. What was, in 1852, the aggregate tonnage of vessels in your consulate in foreign trade, also in coasting trade, and also in internal trade, and such like tonnage, of each port in your consulate? State each kind of trade in a separate table of the form annexed, C.

No. 2. What was the number of vessels and tonnage *entered* in 1852 in *foreign* trade? State, if practicable, in table similar to form C.

No. 3. What was the same *cleared* in such trade?

No. 4. What was the number and tonnage of vessels of the United States in same time? (In like table, if practicable.)

No. 5. What was the number and tonnage of vessels of other foreign countries?—stating, in table, each nation separately as far as practicable.

No. 6. What is the proportion and number of vessels over twenty tons and under fifty tons, and so on, as in sixth query as to ship building—Queries No. I? State in tabular form there given, as full as you can.

No. 7. What is the chief *foreign* trade of vessels? State outward and inward voyages, times of voyages, routes and character of voyages; prices of freight per ton or barrel or otherwise; usual prices of charter per ton or per month, or per voyage, &c.

No. 8. What is the chief *coasting* trade? State as above fully.

No. 9. What is the chief *internal* trade? State as above fully.

No. 10. What of each kind of trade (if any) are foreign vessels allowed to participate in, and on what terms? Refer to foreign treaties, if any, by date, &c. Refer, also, to local laws, by date, &c.

No. 11. Are any distinctions as to any foreign countries, or as to foreign or domestic ports, made with respect to entering or clearing foreign vessels with cargoes or in ballast? If so, state them fully, and supposed reasons therefore, and refer to laws, &c., &c.

No. 12. What are the tonnage duties, light money, hospital money, or other duties or taxes exacted from foreign vessels trading to ports in your consulate?

No. 13. How are pilots and their pilotage regulated at the different ports, and how is pilotage charged, and are the pilots licensed, and can they be generally relied upon for safety? Send copies of laws and regulations, if practicable.

No. 14. What are the *pratique*, or quarantine regulations, of each port; and what are the quarantine fees and charges, and what bills of health are necessary to be produced from the port from whence the vessel has sailed?

No. 15. Are there any marine or other hospitals into which sick American seamen are admitted; and if so, how is admission obtained? What is the expense per diem or otherwise, and what is the character of the medical or surgical attention? State fully as to all such establishments and regulations, &c.

No. 16. If American seamen are not admitted to such establishments what arrangements, if any, can probably be made to effect such object?

No. 17. What are the port regulations as to mooring vessels; and what as to lying at wharf? What is the usual wharfage, what fees are exacted, &c.?

No. 18. What regulations exist at different ports as to the landing of passengers, their passports, their baggage, and the inspection thereof; and what fees are exacted, &c.

No. 19. What are the usual charges for storage, drayage, &c., of merchandise?

No. 20. Where are the engines used in steam vessels usually made? And state the kind, power, &c., mostly used, and cost, import duty, &c.

No. 21. What fuel is generally used in such vessels, and where obtained; and cost and quality, &c.?

No. 22. Is the general navigation and commerce of your consulate increasing or decreasing? State the causes in either case.

No. 23. Is the navigation and commerce of the United States with ports in your consulate increasing or decreasing? State the causes in either case, and as to different ports.

No. 24. What legitimate means can be adopted by the government of the United States that will tend to promote the commerce and navigation between the two countries, and maintain and strengthen their intercourse and friendly relations?

No. 25. What can merchants in your consulate send to the United States, advantageously to both countries, to a greater extent than at present?

No. 26. What can merchants of the United States send advantageously to your consulate?

No. 27. Is there any carrying trade, foreign, domestic, or internal, that American vessels may advantageously participate in? And if not allowed by the laws, is it probable a modification of such laws can be effected by the United States? And if so, state the best means of effecting such result.

No. 28. What boats, number, size, and description, are generally used by merchant vessels; what do they cost? And would not American-built boats sell profitably in your consulate? If so, state kind, &c.

No. 29. Are there any packet or mail lines of steamers or sailing-vessels from any ports in your consulate to foreign ports or along the coast? If so, describe them fully, and particularly how organized, established, &c.

No. 30. What is the ordinary mode of effecting insurance on vessels in your consulate? State mode and usual rates, by whom and with whom generally effected; and if a vessel is lost, how is it recoverable; and state fully as to all peculiarities different from the usages in the United States.

No. 31. Are merchant vessels or their owners allowed to be armed, either in time of peace or war? And if allowed, are they merely given letters of marque or commissioned as privateers, and how are captures by the latter disposed of?

No. 32. From what persons, authorities, &c., have you obtained the information you give in answer to the foregoing?

No. 33. If any books or pamphlets have been published in on the aforesaid subjects, can they be procured, and at what cost? If reports, official or otherwise, have been made, can copies probably be obtained for the United States, and at what cost? Give titles and dates of publication, and describe works or papers particularly.

No. 34. State as to former years, and any general information you may obtain on said subjects as to generally.

BRITISH DOMINIONS.

BRITISH DOMINIONS.

ENGLAND.

LONDON.

ROBERT B. CAMPBELL, *Consul*.

JUNE, 1854.

Answers to queries of Circular to Consuls of October 8, 1853. (a)

QUERIES No. I.

Ship building, &c.

No. 1. The rules and examples asked for in this query will be found in the document marked A, hereunto annexed. (b) American ships generally measure less than the new mode of measurement would make them, and more than the old mode. This, however, does not apply to the fastest American clippers, which, from their great length and shallowness, as compared with others, measure less by the new than by the old measurement.

No. 2. The official document issued to vessels as proof of nationality consists of a register, which is issued from the custom-house upon the owners' declaration. The form will be found in the document annexed in answer to the following query.

No. 3. Vessels are transferred by bill of sale, of which a blank form, marked B, is annexed.

No. 4. Foreigners are allowed to own and employ British built vessels in the foreign trade ; but not under the British flag.

No. 5. Foreign built vessels are allowed to be owned by Great Britain on the same terms as British built vessels.

No. 6. The number of vessels and their tonnage, built and registered in the United Kingdom, in 1852, was as follows :

Description.	Timber.		Iron.	
	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.
Sailing vessels	605	134,677	3	2,072
Steam vessels.....	45	4,774	59	25,968
Total.....	650	139,451	62	28,040

(a) The numbers prefixed to the Answers correspond with those borne by the Queries of the Circular already given.

(b) "Papers accompanying returns, as exhibits, &c., and referred to as such in the returns, have not often been deemed sufficiently important to be given ; but the reference to these exhibits, as well as to all authorities cited, has, for obvious reasons, in all cases, been scrupulously retained."—*Superintendent's letter*, vol. I, p. ix.

Of these, 113 vessels, amounting to 48,214 tons, were built in London; but there are no means at my disposal for ascertaining the several ports at which the remainder were built; nor is it practicable to state in form of table A of the circular.

No. 7. Every kind of wood is used here in ship building, but principally oak from Sierra Leone, pine and hackmatack from the Baltic and North America, and teak from Moulmein. Pitch pine is used for planking and decks. The duty is 7s. 6d. per load of 50 cubic feet from foreign, and 1s. (a) from British possessions.

No. 8. Masts here are chiefly made of American Quebec yellow or white pine, and yards of Quebec red pine, or Savannah pitch or hard pine, which is much sought for, as, though heavy, it makes excellent lower yards or topmasts. Small spars are chiefly supplied from Norway or Sweden.

No. 9. The fastenings chiefly used here are tree-nails, yellow metal bolts, and iron bolts, the ship builders here being careful to get as many fastenings through and clenched as possible. This is contrary to the practice in the United States, and thought to be superior to it. The cost of these fastenings is so extremely variable that it is impracticable to give it with any degree of accuracy.

No. 10. Yellow metal is almost exclusively used. It is procured at any port in Great Britain, and most other ports. The cost here at present is one shilling per pound, and two per cent. discount is allowed for cash.

No. 11. No practically useful method of seasoning timber for large purposes is known here. There are drying machines used, but not to any great extent, as it seems doubtful whether the timber is rendered more durable by being suddenly deprived of its moisture.

No. 12. The only public depositories of ship timber, &c., are the government dock yards. They have been established by the government, but at what cost or how regulated I have no means of ascertaining.

No. 13. The private depositories of timber consists of many bonded and many private yards, and docks, and private wharves. The stock is generally large in London, belonging to and established by private individuals, under their own respective regulations as to management and cost.

No. 14. The materials used in London for caulking are the same as those used in most parts of the world. They consist of pitch, tar, and oakum; both the pitch and tar being refined for the purpose.

No. 15. The standing and running rigging, used in London vessels, are the same as in American vessels.

No. 16. Sails are always made here of hemp or flax canvas, but there has lately been some talk of using cotton; the chief reason, however, for not doing so, being that the United States government vessels, having every reason for using cotton, still prefer flax.

No. 17. There are no peculiarities of rigging British vessels different from American.

No. 18. The kinds of anchors, and cables, tackle, blocks, &c., used in British vessels, are the same as those in use in American vessels.

No. 19. There are no peculiarities in British vessels, and shape of rudders, &c., or as to mode of steering, &c., different from those in American vessels.

No. 20. British vessels, when in good repair, are considered equal, if not superior, to the vessels of other countries for safety.

(a) And 5 per cent. additional.

No. 21. British vessels compare fairly with those of other countries as to speed. In some recent passages from China they have been beaten by American vessels. In others they have had the advantage, and made shorter passages.

No. 22. British vessels are generally the largest carrying vessels I know.

No. 23. With ordinary repairs, British vessels generally last as sea-worthy thirty or forty years.

No. 24. The shipwrights here are natives of Great Britain.

No. 25. Shipwrights are not paid by the day, but by job or task work; they serve an apprenticeship to the trade, and from this class the workmen are obtained.

No. 26. There are government dock yards at Deptford and Woolwich on the Thames, as well as many private ship building yards on the same river; but I have no means of ascertaining their cost and extent.

No. 27. There are private dock yards on the river Thames, for the repair of about fifty or sixty sail at a time.

No. 28. Foreign vessels are permitted the use of the private dock yards on the same terms as British vessels.

No. 29. There are no marine railways.

No. 30. There are no peculiarities in the stocks on which vessels are built, or in launching vessels.

No. 31. The machines, tools, or implements used here in building or repairing vessels are the same as used in the United States.

No. 32. The only article used in ship building in the United States, which would probably pay a profit here, is pitch pine.

No. 33. I cannot ascertain that any articles so used here could be advantageously sent to the United States for sale.

No. 34. The charge for building ships here varies so much in reference to quality, &c., that no reliable price could be named without obtaining specifications and contracts from the different builders. A twelve years classed ship, built at Sunderland, would cost about £15 per ton, old measure, with a Baltic outfit, *i. e.*, one article only of every sort required being supplied.

No. 35. American vessels can be sold here; the prices being regulated by quality, &c., fair carrying ships being preferred.

No. 36. The information herein given has been obtained chiefly from Mr. William Phillips, ship owner and American ship broker in this city, from Messrs. Fletcher & Sons, ship builders of Union Dock, Limehouse, near London, and other sources.

No. 37. I am not aware of any books, &c., of the description enquired of.

No. 38. Ship building is on the increase here, in consequence of the stimulus of high freights, caused by the requirements of the Australian and other trades, and the general activity of trade.

No. 39. Ship owners and builders appear to be anxious to adopt such improvements as may come before them, but I know of no means of promoting American improvements in ship building; each individual being left to form his own judgment of the advantages to be derived from them.

No. 40. I have no further information to give on this subject.

QUERIES No. II.

Sailors in merchant service.

No. 1. The aggregate number of seamen in registered vessels belonging to the British empire was 243,512 on the 31st December, 1852; and the number actually employed in the year 1853, in foreign and home trading vessels, (exclusive of colonial vessels, and also of vessels employed on rivers, yachts, steam-tugs, &c.,) was 172,525, exclusive of masters, of whom 18,206 were employed in that year. The number of foreigners employed in trading ships in 1852 was 5,700. There are no means of ascertaining the number of seamen in vessels registered in the respective ports of the British empire, nor of the several countries to which the foreigners belong.

No. 2. The usual complement of the crew of a London vessel is about four to every hundred tons registry. The officers generally employed are a master and two mates in all vessels of three or four hundred tons; steam vessels have usually larger crews, but stewards, engineers, and firemen are comprised therein.

No. 3. Pilots are only employed for vessels going into or out of the ports of the United Kingdom.

No. 4. Supercargoes are very seldom employed on foreign voyages.

No. 5. The regulations which relate to the discipline of the crews of merchant ships are contained in the Imperial Acts, 7 and 8 Vic., Cap. 112, commonly called the Merchant Seaman's Act; the 13 and 14 Vic., Cap. 93, the Mercantile Marine Act; and the 14 and 15 Vic., Cap. 96, the amended Mercantile Marine Act. These acts contain special provisions regulating the agreement; the entry and discharge of seamen at home and abroad; stipulations respecting provisions; medicines; anti-scorbutics, and berthing. And the Mercantile Marine Act provides that certain stipulations for the government of the crew may be mutually agreed on before a shipping master, and so become operative, provided all offences are entered and attested in the official log, which each ship going beyond the seas (called a foreign going ship) is obliged to keep.—(See form C annexed.) When offences are committed abroad they may be adjudicated on by naval courts, composed of a naval officer, (if available,) the British consul, and the masters of merchant ships. At home or in colonial ports all offences are adjudicated on by justices of the peace. There is now before the Imperial Parliament a bill to consolidate into one act all the laws relating to ships and seamen.

No. 6. There is an admirable institution called the "Seamen's Hospital Society." They have moored in the river Thames the "Dreadnaught," an old three-decker, fitted up for a hospital, and open for the reception of the seamen of all nations without distinction. This institution is supported by voluntary subscriptions.

No. 7. Sailors engaged for foreign going ships are provided by licensed agents in some of the ports of the United Kingdom, and none but these agents (licensed by the Board of Trade after inquiring into character) are permitted to engage seamen, unless it be the owner, master, or mate of the ship. In all the ports shipping offices are established, whither men in want of employment repair, and the ship's agreement must be explained when entered into, signed and attested by a shipping master. For this a fee of one shilling is paid by each seaman, and about the same sum by the owner, and beyond this it is a punishable offence for any one to receive money from a seaman in providing him a berth. When the licensed agents are employed, they are paid by the ship owner.

No. 8. Many English sailors seek foreign service, and principally under the flag of the United

States. There is no law against it, neither are any means taken to prevent it. Those who engage under foreign flags (other than American) are, for the most part, engineers, and others conversant with the management of steam machinery.

No. 9. British sailors are not particularly employed in foreign vessels trading to British ports.

No. 10. Sailors in the British merchant service are allowed, if in the coasting trade, fresh or corned provisions of good quality without stint. In steamers in that trade the crews supply themselves, the wages on their own finding being usually 20s. per week. In foreign going ships a scale of provisions must be set forth in the articles, and mutually agreed on. When on short allowance they are paid at the rate of 4*d.* per day if reduced one-third, and 8*d.* per day if reduced more than one-third, agreeably to the 12th section of 7 and 8 Vic., Cap. 112. A complete set of shipping articles (marked D,) is hereunto annexed. There are various offences for which wages, or portion thereof, are forfeited, such as desertion, neglect of duty, &c., &c., recapitulated in the acts alluded to. Wages in the coasting trade are paid without any form, after a stated time. In foreign going ships they are paid before a shipping master, and an account of particulars must be rendered twenty-four hours before payment. Very precise regulations in this respect are enacted in 13 and 14 Vic., Cap. 93. A mutual release is signed when all is settled.

No. 11. The provisions respecting medicines, the quantity to be carried, supervision as to quality, &c., are enacted in 7 and 8 Vic., Cap. 112, and 13 and 14 Vic., Cap. 93. Clothing is not supplied, but one or two months' wages are usually advanced to purchase outfit to seamen engaged in foreign going ships. The advance note is given under certain regulations enacted in 14 and 15 Vic., Cap. 96, in order to enhance its value, but a large sacrifice is generally made in obtaining cash or goods for the note, which is not paid unless the sailor goes to sea in the ship. The practice of giving advances is much discouraged, and efforts made to abolish it; except on long voyages, it is now generally confined to one month's wages.

No. 12. The provisions made by law for their return to Great Britain from foreign voyages are very stringent, and contained in 7 and 8 Vic., Cap. 112, and 13 and 14 Vic., Cap. 93, and the penalties for leaving seamen in foreign countries without the consent of the authorities are heavy. When British seamen are unavoidably left abroad, they are sent home at the public expense by the British consul.

No. 13. The punishments are mulcts of wages, short allowance, confinement in irons at sea, imprisonment and hard labour when appeal to a justice is available—all described in the acts alluded to. There are some rare instances of corporeal punishment, the legality of which would only be recognized in extreme cases, such as open mutiny, attended with violence.

No. 14. In the last twenty years the number of British sailors have gradually, and almost continuously, increased.

No. 15. Before the repeal of the navigation laws, in 1848, a rigid system of apprenticeship existed under the 32d and succeeding clauses of the Merchant Seaman's Act, 7 and 8 Vic., Cap. 112, every vessel of 80 and less than 200 tons being obliged to maintain one apprentice. From 200 to 400, two apprentices; 400 to 500, three apprentices; from 500 to 700, four; and every ship of 700 tons and upward, five apprentices, at the least. This law existed from 1835 to 1848; and under it upwards of 100,000 apprentices were reared, very few unapprenticed boys being employed. Since the repeal of this clause, ship owners are at liberty to employ apprentices at their option; and the number usually bound in each year is now about five thousand. What is called the north sea fishery—vessels of about 60 tons engaged in fishing on the Dogger Bank,

&c.—employ about 1,500 boys as apprentices, and these are usually procured from the Parish Unions ; others are procured from the Marine Society. A number of apprentices are bound to large ship owners, with a premium of £50 or £60, and may go to sea in this character in order to learn their profession and qualify for officers. Pilots' apprentices are a distinct class.

No. 16. The wages paid in the naval service, and the inducements to sailors to enter it, will be found particularized in the documents hereunto annexed, and marked E.

No. 17. Sailors are precisely in the same category as other subjects of the Queen. When under obligations to serve her Majesty, they are exempted from civil or military obligations, or from parochial offices.

No. 18. Merchant seamen are subject to impressment, without distinction. The royal prerogative claims the services of sea-faring British subjects in time of state danger.

No. 19. Alien sailors can enter the British merchant service on the same terms as native sailors. There is no impediment of any description, since the last remnant of the navigation laws was repealed, in 1853, by section 31 of the 16 and 17 Vic., Cap. 131, which abrogated the law which required all vessels in the foreign trade to be manned by three-fourths British subjects, and excluded foreigners altogether from the coasting trade. A British ship, whether employed in foreign or coasting trade, may now be navigated by a foreign captain and a foreign crew.

No. 20. The general character of British sailors for competency is good, but great complaints have been made of their liability to break their engagements when induced for higher wages. The officers are not particularly well skilled in navigation, as compared with the captains of merchant ships under other flags. An improvement, however, in this respect is taking place in consequence of the obligation which provides for the captains and mates of foreign going ships having certificates ; and under the regulations contained in 14 and 15 Vic., Cap. 93, all masters and mates assuming that character after the 31st of December, 1851, must pass an examination before they can engage in these capacities in foreign going ships.

No. 21. The principal work on navigation, and which has now been published sixty years, is "Norries' Epitome," to which the American work, "Bowditch's Navigation," bears a very close resemblance. There are other works published on navigation : "Taylor's Epitome," and "Lieut. Raper's Navigation," with "Inman's Tables ;" but the two latter are chiefly used in the royal navy. There are many tables published for performing only the necessary calculations for finding the longitude by chronometers and lunar observations, such as Thompson's, Mendoza Rio's, Coleman's, &c., and the English "Nautical Almanac," which is in constant use in America. There is no difference in the description or construction of the instrument used by the two nations named in this question, and they can be procured at any navigation warehouse or nautical mathematical instrument maker's.

No. 22. The information given has been obtained from various sources, generally from the authentic ones of acts of Parliament.

No. 23. The "Mercantile Navy List," price 5s., and the "Ship-Master's Guide," price 2s. 6d., have both been recently published by the register general of seamen. They contain all the information necessary, as well as the act of Parliament alluded to, and can be readily procured for the United States.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. The tonnage of British vessels in the consulate and the ports thereof, in 1852, is set forth in the table No. 2, hereunto annexed. It is not practicable to state it in form C of the circular.

No. 2. London vessels are not distinguished from other British vessels in any returns I have been able to find.

No. 3. See the preceding answer.

No. 4. The number and tonnage of vessels of the United States, in the year 1852, are as follows, viz: 233 vessels, amounting to 168,255 $\frac{5}{9}$ $\frac{1}{2}$ tons.

No. 5. The number and tonnage of other foreign countries will be found in table No. 1, hereunto annexed; but I have no means of stating each nation separately, the returns classing all other vessels than British under the term "foreign;" this table, therefore, includes vessels of the United States, enumerated above.

No. 6. I have no means of ascertaining the proportion and number of London vessels over 20 and under 50 tons, and so on.

No. 7. London vessels trade with every port of the world where they can find profitable employment; but they are not distinguishable from other British vessels in the returns, as I have before stated. The other particulars inquired of in this question depending so much on demand and supply, the seasons, the character of the various vessels employed, and the nature of the voyage engaged in, it is impracticable to give any reliable information.

No. 8. The coasting trade consists of carrying goods and merchandise between the various ports of Great Britain, Ireland, and the channel islands, and is conducted in vessels of various sizes and descriptions, of which I have been unable to procure particulars.

No. 9. The internal trade is the same as the coasting, except that it is carried on in lighters on the Thames, and small boats towed by horses on the canals, of which there are no returns. The principal part of the merchandise, however, is transported from place to place by rail, or in wagons.

No. 10. Foreign vessels are allowed to participate in every trade on the same terms as British.

No. 11. There are no distinctions as to any foreign countries, or as to foreign or domestic ports, with respect to entering or clearing foreign vessels.

No. 12. The light money, &c., exacted from foreign and British vessels, will be seen by the printed lists annexed, marked F, and G, and H.

No. 13. Pilots and pilotage are regulated by the acts of Parliament 6 Geo. IV., Cap. 125, and 16 and 17 Vic., Cap. 129, copies of which, with the by-laws, and a table of the rates of pilotage, are annexed, marked J, K, L, and M. Pilots are licensed, and can be relied on for safety.

No. 14. The only quarantine regulation at present in force consists of a visit from the custom-house officers at Gravesend, when, if there is no sickness on board, the vessel is passed up. The regulations, however, are frequently modified by orders in council, according to the state of the public health in those countries from which vessels arrive.

No. 15. The Seamen's Hospital ship admits American and all other seamen, without distinction, gratuitously, on their presenting themselves, if found to be sick. They are also admitted to the various other hospitals on the recommendation by a governor, which is readily obtained.

Both at the seamen's and all other hospitals, the best medical and surgical assistance are always in attendance. From March, 1821, to 31st of January, 1853, 1,384 American seamen have been admitted patients into the Seamen's Hospital in this port.

No. 16. I have stated above that American seamen are admissible.

No. 17. Most of the vessels frequenting this port, except those laden with grain and timber, go into the docks to discharge. The dues are about 9*d.* per register ton. The port regulations as to mooring vessels in the river will be found in the by-laws for the government of the harbor masters, &c., annexed, marked N and O; fees not allowed.

No. 18. The regulations as to the landing of passengers are very simple, their baggage is merely examined by the revenue officers for the prevention of smuggling, and no fees are allowed.

No. 19. The charges for storage, &c., in the London docks, will be found in the pamphlet hereto annexed, marked P. The rates of cartage in the city of London are as follows: all goods, wares, and merchandise, weighing 14 cwt. or under, being deemed half a load, and from 14 cwt. to 26 cwt. a load, from any part of the city of London to the extent of half a mile:

Half load, or under.....	2s. 7 <i>d.</i> ; above and not exceeding a load....	4s. 2 <i>d.</i>
For any distance from $\frac{1}{2}$ mile to a mile, for half load, or under...	3 4.....do.....do.....	5 2
Do.....1 .....do..... $1\frac{1}{2}$.....do.....	4 2.....do.....do.....	5 11
Do..... $1\frac{1}{2}$.....do.....2.....do.....	5 2.....do.....do.....	6 8
Do.....2.....do..... $2\frac{1}{2}$.....do.....	5 11.....do.....do.....	8 5
Do..... $2\frac{1}{2}$.....do.....3.....do.....	6 8.....do.....do.....	8 6
Do.....3.....do..... $3\frac{1}{2}$.....do.....	7 7.....do.....do.....	9 4
Do..... $3\frac{1}{2}$.....do.....4.....do.....	8 5.....do.....do.....	10 1

And so on after this rate. For merchandise and commodities that cannot be divided, weighing above 26 cwt., charged at the rate of $2\frac{1}{2}$ *d.* per cwt. for each cwt. above 26, and in proportion for less than a cwt.

No. 20. The engines used in the London steam vessels are made in London, Glasgow, Liverpool, and all other large manufacturing towns in England and Scotland. In vessels under 200 tons register oscillating engines are used. In those above 200 tons beam engines are used. The cost varies according to specifications and contract.

No. 21. The fuel used in such vessels is principally Welsh coal, procured at Cardiff and Newport. The quality is good. The cost at present nine shillings per ton on board at those places.

No. 22. The general navigation and commerce of this consulate is very much increasing, consequent on the centralization of capital, activity and security for shippers, the general increase of the trade of the world, and the removal of the restrictions imposed by the navigation laws.

No. 23. The navigation and commerce of the United States with this consulate is increasing, caused by the enterprise and intelligence of the merchants and shipmasters, aided by the repeal of the navigation laws, and the greater freedom of commerce now than formerly.

Nos. 24 and 25. The intercourse between Great Britain and the United States is now so constant and rapid that the merchants of either country readily avail themselves of the state of the market, and are enabled, with comparatively small risk, to meet the demand for the productions of either as soon as it arises, and avail themselves of the opportunities which offer to send that which pays them best, whatever that may be.

No. 27. American vessels are on precisely the same footing as British vessels.

No. 28. The boats generally used in London vessels are similar in size, number, and descrip-

tion to those used in American vessels. British built boats are fully equal to American ; and, as they do not cost more, American built boats would not sell profitably here.

No. 29. Many of the steamers from this port carry mails to the continent of Europe and other places. They are organized and established both by private individuals and companies.

No. 30. Insurance on vessels is effected in this port both at Lloyd's and with insurance offices. The average rate for first class ships is about six per cent. The length of time in procuring settlements varies according to the nature of the loss, but generally from one to three months after proof of loss. The mode of recovering insurance is similar to that adopted in the United States.

No. 31. A British merchant ship is allowed to be armed at all times. Letters of marque are only issued in time of war. Privateering is discouraged as partaking too much of the nature of piracy.

No. 32. From various sources, principally parliamentary returns.

No. 33. There are many books and pamphlets published in Great Britain on these subjects, including parliamentary reports and statistical works, the cost of which depends entirely on their nature and extent. Copies could generally be had if required. It is not practicable to give titles and dates of publication.

No. 34. I can only add to the foregoing replies that the commerce of this country has expanded greatly since the repeal of the navigation laws and the restrictions imposed by them.

No. 2.(a)

Foreign vessels entered and cleared in 1852 in the Consular District of London.

	FOREIGN SAILING VESSELS.				FOREIGN STEAM VESSELS.			
	Inwards.		Outwards.		Inwards.		Outwards.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
London	3,472	587,450	3,298	597,158	253	62,555	253	62,555
Dover	13	1,893	9	1,551				
Folkstone	6	332	6	332				
Harwich	39	2,769	169	8,945				
Malden	24	1,670	1	60				
Ramsgate	27	1,745	20	1,746				
Rochester	59	6,277	54	5,096				
Rye	21	1,927	6	564				
Yarmouth	93	8,328	42	3,587				
Total	3,754	612,391	3,605	619,039	253	62,555	253	62,555

(a) Transposed for printing.

No. 1.

Tonnage of British vessels in the Consular District of London and the ports thereof in 1852.

FOREIGN TRADE.

	BRITISH SAILING VESSELS.				BRITISH STEAM VESSELS.			
	Inwards.		Outwards.		Inwards.		Outwards.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
London.	2,820	486,893	1,078	187,702	1,425	368,128	1,195	300,826
Dover.	65	5,005	51	1,859	16	2,082		
Folkstone.	3	118			431	64,313	433	64,510
Harwich.	19	1,924	9	1,077				
Malden.	17	656	32	688				
Ramsgate.	44	2,162	37	798				
Rochester.	46	4,605	32	998				
Rye.	32	1,223	22	608				
Yarmouth.	65	9,389	29	3,815	3	1,257		
Total.	3,111	511,975	1,290	197,545	1,875	435,780	1,628	365,336

COASTING TRADE.

London.	19,751	2,829,886	8,181	600,764	1,319	401,936	1,336	409,433
Chichester.	294	17,594	151	5,139				
Colchester.	657	50,281	305	13,866				
Deal.	64	5,860	1	53				
Dover.	407	33,088	129	6,704				
Faversham.	1,414	107,889	1,279	40,267				
Folkstone.	260	26,961	3	162				
Harwich.	564	36,829	474	21,788				
Malden.	1,216	76,993	1,310	55,713				
Ramsgate.	560	45,783	199	14,190				
Rochester.	2,170	180,245	1,077	38,773	76	6,094	1	85
Rye.	526	35,590	114	5,283				
Yarmouth.	1,794	146,866	880	57,945	165	26,229	164	26,177
Total.	29,677	3,592,865	14,103	860,647	1,560	434,259	1,501	435,695

Internal trade.—I am unable to find any returns of the internal trade, which, in this consulate, is merely the carrying trade in lighters and canal boats.

LIVERPOOL.

NATHANIEL HAWTHORNE, *Consul*.

JULY 11, 1854.

In compliance with your Circular Instructions of October 8, 1853, I have the honor to submit the following responses to the various queries accompanying that document.

ANSWERS.

QUERIES NO. I.

Ship building, &c.

No. 1. The rules for ascertaining the tonnage of vessels for registry are supplied by the act of Parliament, 8, and 9 Vic., chap. 89, section 16, herewith transmitted, and to which I refer you. (a) By the same act, section 19, rules are prescribed for ascertaining the tonnage of vessels with cargoes on board. The master of a foreign vessel may elect to have the tonnage ascertained, either with the hold of his vessel clear, or with the cargo on board. As all dues on foreign vessels are levied, not on the tonnage stated in their registers, but on the tonnage as ascertained in one or the other of the two above mentioned modes, it becomes a question of importance which mode produces, the fullest result. I am assured by persons experienced in such matters, that sharp built vessels, as a general rule, indicate a greater tonnage by measurement when full, and that vessels of a contrary build measure less, under the same circumstances. It will interest ship masters, arriving for the first time in a British port, to be aware of the above fact.

The mode of measurement followed by ship builders differs from both of the above. They adhere to an old legal rule prescribed in the act of Parliament, 3d and 4th of William IV, chap. 55, a copy of which I likewise transmit. By this rule, vessels are bought and sold here, without reference to the registered tonnage.

The accompanying diagram, with the examples, will show the application of those rules of measurement, and how they compare, as to results, with the rules followed in the United States. (b) In only a very few cases, as will be seen, is the English tonnage less than the American. This occurs when the vessels are very shallow, a circumstance which greatly reduces the dividend under the English method; while by the American rule, which prescribes an arbitrary depth, the measurement is influenced by the length and breadth alone. A vessel, 140 feet long, 30 feet broad, and 14 feet deep, would, according to the American rule, indicate the same tonnage as a vessel of the same length and breadth, but of twice the depth, and, of course, of double the capacity; an example not likely to occur in practice, but which shows the insufficiency of the rule.

The whole subject of the measurement of vessels, for English registry, is now under the investigation of practical men, appointed for that purpose by Parliament. The legal rules will no doubt be materially altered during the present legislative session. I send you herewith a valuable work by Mr. G. Moorson, (c) the principles laid down in which will probably be adopted in the new Act.

No. 2. The only official document issued to British vessels, in proof of nationality or ownership, is the certificate of registry, a form of which I herewith send, marked C 1, C 2, and C 3. Mediterranean passports are still issued, if required, but not otherwise; and the collector of the

(a) The rules for ascertaining the tonnage of vessels for registry supplied by the act of Parliament, 8 and 9 Vic., chap. 89, section 16, have been superseded by those prescribed by the "Merchants Shipping Act," which came into operation May 1, 1855, subsequently, of course, to the preparation of this return. It is deemed expedient, however, to retain what is given by the consul respecting the old mode of measurement, for purposes of comparison with the rules of the new mode, which will be found annexed to the paper B, which is appended to the return.

(b) See papers marked A and B, annexed. Diagram omitted.

(c) Moorson's Review of the Laws of Tonnage.

port informs me that they are seldom or ever required. The certificate of registry is on parchment, a material which might advantageously be adopted in America; for I observe that many of our certificates, deposited with me, are so much worn and torn as to be hardly legible. The certificate is issued to British vessels without charge.

It will not be irrelevant to add, that the act of Parliament requires the production of the builder's certificate, on application for registry, but allows other proof of ownership, build, &c., when, from unavoidable causes, such certificate cannot be produced. And the certificate of registry, though official evidence of ownership and nationality, and so far good, yet is not conclusive as to either point. McCulloch, the best English authority on such subjects, states that other papers, such as bill of sale, charter party, and bills of lading, are necessary as proofs of nationality; and the same doctrine is practically recognized in the court of admiralty, the highest maritime tribunal of Great Britain.

No. 3. The property of ships is transferred by bill of sale, of which there are two descriptions, viz: First, "the grand bill of sale, which conveys the property of the ship from the builder to the owner, and, secondly, the ordinary bill of sale, by which any subsequent transfer is made."—(McCulloch.) Usually, on the sale of a vessel, a memorandum, embracing a copy of the certificate of registry, is immediately signed by both seller and buyer. The memorandum is of no particular form, but is often merely informal, as drawn up by one of the parties at the time. A formal bill of sale is subsequently made out, and the conditions necessary to render it valid and effectual are prescribed by the act of Parliament, (8 and 9 Vic., chapter 89, section 37,) to which I have already referred.

Besides the aforesaid act of Parliament, I send a form of bill of sale, marked D and E, and likewise a leaf from the book of registry of vessels, showing the mode of entry, &c. I also transmit, marked F, forms of letters to the collector of the port at which the vessel is registered, when entries are made at another port.

No. 4. In answer to this query, I quote the 17th section of 12 and 13 Vic., chapter 29th: "All natural born subjects of her Majesty, and all persons made denizens by letters of denization, and all persons naturalized by or under any act of Parliament, and by or under any act or ordinance of the legislature, or proper legislative authority, of any of the British possessions in Asia, Africa, or America, and all persons authorized by or under any such act or ordinance to hold shares in British shipping, shall, on taking the oath of allegiance to her Majesty, her heirs and successors, be deemed to be duly qualified to be owners or part owners of British registered vessels."

No. 5. I quote from McCulloch: "To be admitted to registry, and consequently to enjoy the privileges and advantages that exclusively belong to a British ship, all that is now required is, that such ship be *bona fide* the property of one or more of her Majesty's subjects in the United Kingdom, or some of its dependencies."

Previous to 1849, none but domestic built vessels could possess a British nationality, but, by the act 12 and 13 Vic., passed in that year, the restriction was abolished. The same act repeals all the distinctions between British and foreign vessels, so far as regards the foreign trade, but restricts the coasting trade (*a*) of the United Kingdom and colonies to British vessels. It is intended, however, to abolish this restriction likewise, during the present session of Parliament.

No. 6. There being no official account of vessels built, unless registered, I have endeavored

(a) Coasting trade is now open to foreign vessels.

to find materials for answering this query in Lloyd's Registry of Shipping, and such other sources as were open to me. The number of vessels built in this district, during the year 1852, may be pretty accurately stated, (*a*) I believe, at fifty-eight, one of which was a screw steamer; their aggregate tonnage was 18,082. Of late years, comparatively few vessels have been built at Liverpool, owing partly to deficient accommodation, but chiefly to the exorbitant rate of wages resulting from combination among the operative ship carpenters.

These operatives are banded together into a society or trade union, called the Carpenter's Club. One of their objects is to limit the supply of labor by preventing the introduction of strange workmen; and it is their rule not to accept employment where any individual, not a member of their society, may be engaged. In spite of the hostility of the employers, the Carpenter's Club has hitherto succeeded in obstructing the free supply of labor. The effect is to prevent the building of vessels here, while trade is brisk, and labor high. This, however, has reference only to Liverpool. Workington and Whitehaven, at the respective distances of ninety and seventy miles hence, promise to surpass Liverpool in ship building, unless the difficulty just described be obviated. At Workington, particularly, where only small craft were formerly built, some fine vessels are now constructed.

No. 7. All vessels built here are intended for classification at Lloyd's, and conform to the regulations of that association in all particulars of their material and build. A copy of these regulations, as now in force, is herewith transmitted, marked II. I likewise send a work on the English navigation laws by W. J. Lindsay, formerly a sea captain, and now an eminent ship-owner and merchant. The book is full of interest and information, and contains (at page 42) an account of the nature, advantages of, and objections to, Lloyd's classification.

According to these regulations, vessels are divided into classes, and corresponding characters are assigned them. The highest class is twelve years, the lowest four years; but there is an extra class, comprising vessels under cover and extra-fastened, to which a fourteen years' certificate is accorded. Vessels built at Liverpool, Whitehaven, and the neighborhood, stand for classification, I am told, as twelve or fourteen years' vessels. An extensive ship-owner and timber-merchant of Liverpool has furnished me with a tabular statement (marked I, herewith transmitted) of the timber used for a twelve years' ship, with the price of the several kinds per cubic foot at the ship-yard.

This statement shows that English oak is the material principally used. It is obtained in England, from the large landed estates, most of which are partly covered with timber of one kind or another. A portion of this is cut down annually, and sold either by auction, or more usually by tender. It is bought, in the first instance, by country-dealers, who assort and distribute it according to the purposes for which the various kinds and pieces are most suitable. They then dispose of it to the timber dealers of the seaports, to whom it is sent by railway, canal, or coastwise. McCulloch estimates the yearly product of timber in England at the value of from one and a half to two millions sterling. The quality of English oak is said to be better than any other.

Some of the pine used for ship-building is from British America, but it comes chiefly from the Baltic. As regards the timber of North America and the Baltic, a committee of the House of Lords (as quoted by McCulloch) report: "The North American timber is more soft, less durable, and every description of it more liable, though in different degrees, to the dry rot, than the timber of the north of Europe. The red pine, however, which bears a small propor-

tion to the other descriptions of timber, and the greater part of which, though imported from Canada, is the produce of the United States, is distinguished from the white pine by its greater durability."

Teak is exported from Africa, and a small portion from India. The African variety, I am told, is not really teak, but another wood called by that name.

The duties on timber will be found in the tariff(*a*) herewith transmitted. I also send a statement, marked K, furnished me by a large timber-merchant, of the first cost and expense of importing certain kinds of timber into Liverpool.

No. 8. For lower masts, topmasts, topsail-yards, jib-boom, spanker-boom, and lower yards, pitch-pine or red pine is used; for all other spars, American black spruce, which is imported from Canada. Pine (as stated in No. 7) comes from Canada and the Baltic; the red pine being the best. The price of pine is $2\frac{1}{6}d.$ per cubic foot.

No. 9. Liverpool ships, being intended to rank twelve years in Lloyd's classification, must conform to the rules of construction established by the committee. One of those rules prescribes two years extra, where copper or mixed metal bolts, "to the entire exclusion of iron bolts, nails, and tree-nails are used."(*b*) Copper bolts appear to be now chiefly used below the copper line, and are manufactured mostly in South Wales. The prices, as furnished me by a copper merchant here, are, for $\frac{5}{8}$ -inch bolts, 14 pence per pound; for $\frac{1}{2}$ -inch bolts, 15 pence; together with cost of package, and with $2\frac{1}{2}$ per cent. discount for cash.(*c*)

No. 10. Copper sheathing is used to some extent, but less generally than an article called yellow metal, in which copper is a principal ingredient. This compound is considered nearly, if not quite, as good as copper sheathing, and is about 15 per cent. cheaper. The prices of copper sheathing are, for 14-ounce sheets, $14\frac{1}{4}$ pence per lb., and for 16-ounce sheets, 14 pence. The cost of yellow metal sheathing is 12 pence per lb., less $2\frac{1}{2}$ per cent. discount for cash. Both articles are manufactured at Swansea, in South Wales.

Felt, or brown paper saturated with tar, is placed under the sheathing. Zinc, as a sheathing for ships' bottoms, was introduced into this country from Holland a few years ago, but is now very little used.

No. 11. Many expedients for the preservation of ship-timber have been tried and abandoned in this country. I am aware of none, however, now approved and in use, which are not quite as generally known and practised in the United States. Saturation with creosote, or oil of tar, is said to be very effective, and is the mode most in favor, at present, among scientific men. Sir Wm. Barnett has patented a method, in which chloride of zinc is used as a preservative. There are other methods and materials, but not generally adopted. At page 77 of a small work, "The Year-Book of Facts," herewith sent, there are some interesting remarks on the subject.

As regards English oak, however, the best preservative is believed to be due attention to the season of felling it, (which should be when the timber is most void of sap,) and careful weather-seasoning afterwards. The gentleman to whom I am indebted for the tabular statement marked I, informs me, that, with proper attention to these two points, English oak is likely to remain sound an almost incredible time.

No. 12. There are no such depositories in this district.

No. 13. There are no private depositories exclusively devoted to ship-timber. The ship

(*a*) Contained in "Clements' Customs Guide."

(*b*) Above the copper in 12 years' ships, iron fastenings are used; in 14 years' ships, mixed metal fastenings.

(*c*) $\frac{5}{8}$ -inches iron bolts are 9s. 3d. per cwt.; mixed with metal 11d. per lb.

builders buy their timber of the general timber-merchant, and rarely keep a very large stock on hand. In answering query No. 7, I have stated the mode in which the merchants or dealers obtain the timber. Some of the most extensive dealers dispose of various kinds of timber at annual sales by auction, of which the builders often avail themselves to renew their stock. Among the largest timber-dealers in Liverpool are Messrs. Challoner & Fleming. The cost of their yards, sheds, &c., for the storage of timber, cannot have been less than from £30,000 to £40,000, and their stock of timber sometimes represents an equal value, although the quantity varies according to the state and prospects of the market. Many of the dealers, however, do not own the yards, (as the places where they keep their timber and transact their business are termed), but rent them at prices varying with the eligibility of the sites.

These timber yards, like other modes of commercial enterprise, are established by private individuals, under whose sole management they are. There are no public regulations with respect to them. By private sale any quantity of timber may be bought. At the auctions it is sold in suitable lots.

No. 14. Oakum and pitch are the only materials used for caulking. The latter article is extensively manufactured in England, and is also largely imported. Oakum is made from old rope, by the occupants of prisons and workhouses, and by poor people, from whom it is collected by the dealers. The ship chandlers likewise employ women to pick old rope into oakum, at their own houses, at the price of three half-pence per pound.

No. 15. Rigging is made of Russian hemp, and costs at this time, (January, 1854,) 48s. per cwt. Running rigging is made chiefly of Manilla hemp, the present price of which is 60s. per cwt. It is made in this country; there being several manufactories in the vicinity of Liverpool, as well as of every other seaport. Hemp is free of duty, as is likewise cordage—of course, including rigging—the duty having been totally repealed last year. Manilla hemp is supplied from the British territories in the East Indies, and from the Philippine Islands. I herewith send a tabular statement, marked L, of the quantity of hemp imported into the United Kingdom in the year. Iron-wire rigging is in use to a certain extent, but does not bear a favorable character, by reason of its becoming slack with less strain than hemp-rigging. Some vessels have been compelled to change it after trial. It is right to say, however, that a difference of opinion exists in regard to this point, though with a preponderance against the wire-rigging. I send a comparative statement, marked M, which, though *ex parte*, may be worth examining.

No. 16. Canvas, for sails, is made of flax, and is supplied to Liverpool and the other seaports in this district, chiefly by Scotland. The sail-cloth of the Edinburgh Ropery Company, at Leith, is most esteemed. Leith is the great seat of the canvas manufacture, although considerable quantities are made at Warrington, and elsewhere, in Lancashire, and at the Isle of Man, which is also within this district.

Sails and sail-cloth are free of duty, but are probably never imported. Flax is also free, and is largely imported; the best, and by far the greater part, having heretofore been brought from Russia. Prussia, Holland, Belgium, the Hanse Towns, and Egypt, likewise send considerable quantities. In England the growth of flax has been almost, if not entirely, abandoned. A society has been formed to encourage its cultivation in Ireland, where, according to McCulloch, there were 140,356 acres of land under flax, in 1851. Other authorities, however, make a lower estimate. I send a statement, marked N, of prices of sails and sail-cloth. Also, a statement, marked O, of the importation of flax into Great Britain in the year.

No. 17. I am aware of no peculiarity of rig in Liverpool vessels. There is not, I believe, so

marked a spirit of invention and improvement in the construction of English ships as in that of our own, whether as regards rig or hull. There have been attempts to introduce more expeditious methods of reefing and taking in sail; but these seem to have been suggested by previous experiments in America. About a year ago, a vessel was built at Whitehaven for Liverpool owners, with her topsail-yards constructed as rollers, revolving by means of machinery on deck, and descending as the sail wound round them. The plan answered tolerably well in calm weather, but proved less and less feasible in proportion to the strength of the wind, and the consequent necessity for expedition. I cannot learn that there has been a second trial. A. W. Cunningham, of Devonport, has, however, patented a somewhat similar method of expediting the business of reducing sail.

Many letters were written and published by a captain in the English navy, some years since, condemning what is technically termed "taut-rig." He maintained that the presence of the higher sails retarded, rather than assisted, the progress of the ship, through the natural effect of the great leverage, by pressing her down at the head. By diminishing the size of the higher sails, and enlarging those nearer the hull, he proposes to bring the direction of the pressure into a line more nearly parallel with the keel. Besides the increased speed of the ship, he anticipated an additional advantage in the comparatively smaller liability to spring or carry away the masts. It is admitted by many nautical persons that there is much reason in the theory; and some of the English clipper-ships are now being rigged in accordance with it.

I send a pamphlet, marked P, on the rig of vessels, written by a Liverpool merchant, formerly a ship master, and also a small book on the same subject by Robert Kisspaig. Both these works continue to have a considerable circulation, and will give a pretty correct idea of the present mode of rigging English ships.

No. 18. The common anchor is still in most general use. But the "Trotman's anchor," as it is called, is very much used, and is pronounced greatly superior, not only to the common anchor, but to any other now manufactured. Its advantage (a very important one in strong currents and heavy winds) is, that a strain upon this anchor forces the palm into the ground, whereas it pulls out that of the common and other kinds of anchor.

A trial being made in Portsmouth, last year, by direction of the English admiralty, in which the strength and holding qualities of this, together with the common and several kinds of patent anchor, were publicly tested, the Trotman's was pronounced superior in these respects to any other. During the past winter, a New York ship rode safely through a gale of wind, in the river Mersey, with only one of these anchors down, while other vessels dragged two of the common anchors.

I send a description of the above mentioned anchor, with prices, sizes, and where to be procured; and also a description of another patent anchor, somewhat in use here, marked Q.

I find no variety of cable, other than those known and used in the United States, neither am I aware of any novelty as regards tackle, blocks, &c. The book marked —, before referred to, enumerates the blocks here in use.

No. 19. I can hear of no peculiarity in English vessels as regards the shape of rudders. There have been several inventions with a view of obviating the twitching effect of the rudder on the wheel, and otherwise rendering the steering easier and safer. The best of these appears to be a single horizontal spiral screw on which the tiller works. The mode adopted in the United States, however, (which is on the same principle, but with a double screw,) is said to be preferable.

No. 20. Vessels built at Liverpool have always been held in high estimation, nearly all of them

being 13 or 14 year vessels of the highest class at Lloyd's, the conditions of which are given in my answer to query No. 7. I believe, however, that they are not now considered superior to vessels of the same class, built at Workington, on the Clyde, or on the Tyne. Of the vessels belonging to Liverpool, a large proportion are Canadian built; and these (although their character has greatly improved within the past two years) have heretofore rated below all others. Vessels, however, in all cases, are estimated not so much in reference to the places where they may have been built as according to their classification at Lloyd's.

No. 21. Liverpool vessels (properly so called, as having been built here) do not appear to have excelled in speed. Some of the clipper-ships, sailing from Liverpool, as, for instance, the "Marco Polo," the "Chrysolite," and the Stornaway, have made remarkable passages in the Australia or China trade, and have so closely competed with some of our own noted clippers that both parties claim the advantage. Liverpool, however, cannot fairly credit herself with the reputation of either of these vessels; the Marco Polo having been built in British North America, and the Chrysolite and the Stornaway at Aberdeen. The first clipper-ship actually constructed in this district was built last year at Workington. Thirteen vessels, all clippers, were launched there during the year, and are now on their first passage to China.

No. 22. Liverpool built vessels are inferior to none, as good and safe carriers. In this respect, however, they are equalled by the Whitehaven vessels, built by and belonging to the Messrs. Brocklibank, of Liverpool, who are the owners of a large fleet, all constructed at the above-mentioned place.

No. 23. As before stated, vessels are built here with a view to their taking rank as 12 and 14 years' vessels at Lloyd's. For the 12 years' classification, they are fastened with iron bolts above the copper lines; for the 14 years, mixed metal bolts are substituted instead of iron. The best answer to the query will be found in the rules herewith transmitted, for the restoration of vessels to their several classes. Generally, a 12 years' vessel lasts 12 or 14 years, with inconsiderable repairs. At the end of that period, the bolts require to be drawn and replaced with new ones. A general examination is also made, and any defect in the timbers repaired; after which the vessel is restored to her original rank for two-thirds of the time. At the close of this second term she is enrolled in another letter or rank. Practically, as a general rule, the bolts will be found defective at the end of the prescribed term; but it is common for vessels to wear twenty-five or thirty years, and still be considered good, without any extraordinary repairs of the timbers.

No. 24. The shipwrights are all natives of Great Britain.

No. 25. The present wages (in January 1854) of ship-carpenters at Liverpool are from 8s. to 10s. per day; although at Whitehaven, Workington, and other places in the district, they are only 4s. 6d. to 5s. per day. This great inequality would readily introduce a supply of workmen from the latter places to Liverpool, were it not for the Trade Union, in which the ship-carpenters here are all banded together. No sooner is a workman from another port introduced, than all the ship-carpenters in the employ of the person engaging him unanimously strike.

Ship-carpenters are obtained by means of an apprentice-system, which is universal, although not compulsory, in the English trades. The law merely secures to the master the services of an apprentice, prescribing summary punishment for neglect or desertion from service, and penalties for employing or harboring a runaway, during the stipulated term, which cannot extend beyond the apprentice's majority. Any justice of the peace, at the suit of either party, may abrogate the indentures, on sufficient proof that the other party has grossly and systemati-

cally violated them, either in letter or spirit. By this system, the shipwrights and most other English trades, are supplied with workmen.

No. 26. There are no public ship-building yards within the consulate. The most extensive private yard is the one at Workington, before referred to, belonging to Mr. Lamport. Three large vessels can be built in it simultaneously; that number of clipper-ships, as I am informed, being at this time in course of construction there. Of the cost of this yard I am unable to obtain any reliable statement.

For the building of wooden vessels there is no yard at this port in any degree extensive. Four yards (three of which are for steamers and one for sailing-ships) are devoted to the construction of iron vessels. Of the three yards for steamers, the largest is owned by Mr. John Laird, who has now two large steamers under construction there, intended for the trade between Liverpool and Brazil; and a small one for the Mediterranean trade. The yard for sailing-vessels is not on an extensive scale, only one vessel having been built there last year, and another being now on the stocks.

Besides these, there is a yard at Workington, on the river Mersey, about sixteen miles above Liverpool, for the building of iron ships only. A large iron sailing-ship was launched from this yard about six months ago; and another, of over 1,000 tons burden, is now in course of construction.

At Chester, on the river Dee, is a yard belonging to Mr. Crow, devoted to the construction of iron sailing-ships, and more extensive than either of the above-mentioned. It has been but recently established. Three large vessels are now being built there.

No. 27. In Liverpool there are fourteen public graving docks for the repair of vessels. They have an aggregate area of somewhat over twenty acres, and can severally accommodate three or four large vessels. Besides these, there are three Gridirons in dock basins, (which are dry at low-water,) intended for vessels requiring examination or trifling repairs to copper, and the like. They accommodate two vessels each. These docks having been constructed in conjunction with the wet docks, and being included under the general estimate of expenditure, I have been able to gain no information as to their cost.

There are two other graving docks in progress at Birkenhead, which is separated from Liverpool by the river Mersey.

I herewith send statements (marked R) of the extent of dock accommodation at Liverpool, and likewise at Birkenhead, with some account of the constitution of these establishments.

No. 28. Foreign vessels are admitted to the use both of the graving docks and gridirons, on similar terms with domestic vessels. The terms for the use of the graving docks will be found in the paper of rates, herewith forwarded, marked S 1. The gridiron rates are shown in the paper marked S 2.

No. 29. There are no marine railways. At some of the ports unprovided with graving docks their place is supplied by what are called patent slips. These are a species of railway laid on an inclined plane, descending to the water, up which vessels are drawn on cradles, by means of steam-power, for purposes of repair. Being merely substituted for graving docks, none of these slips exist at Liverpool. At Workington there are two; at Maryport, near Workington, one; and at Whitehaven, one.

A gentleman writes from Maryport, in reply to inquiry: "There are only two builders in Workington, and each has a patent slip. Mr. Lamport's is the more modern, and, I think, the best. It is difficult to state anything as to cost, which varies so materially, from the nature of

the ground, the excavation required, and the length of the slip. £1,500 may be taken as a general estimate.

No. 30. So far as I can ascertain, none but common stocks are used by ship builders, nor is any but the ordinary mode of launching vessels practised within this consular district. In the books on naval architecture, (a) accompanying this report, are some illustrated descriptions of stocks used in English royal dock-yards, and of modes of launching vessels of war, the details of which may be interesting to our ship builders.

No. 31. The ship building tools used in this consulate do not, to my knowledge, differ from those used in the United States. In the books on naval architecture, before referred to, will be found some remarks on this subject.

No. 32. In answer to a previous query, I have stated that the red pine timber of the United States is considered preferable to any other for spars. At this time, I am told, it is scarce. The prices will be found in the paper herewith transmitted, marked T; the duty at page 101 of the Tariff, which I likewise send.

The importation of a new supply of timber would, of course, bring down the price to a corresponding extent; and, coming directly from the United States, it would have to contend, under the disadvantage of a duty annexed, with a supply of timber from the British possessions.

American hemp, if due attention were bestowed on the improvement of the quality, might be profitably sent hither, to a considerable extent. Heretofore, it has been found so much inferior to the hemp received from Russia, that scarcely any but experimental importations (and mostly, I am told, at a loss) have taken place. The quantity of hemp imported in 1852, the places whence, and the prices, will be found in the accompanying paper, marked M. It is duty free. Whether our hemp cannot be so improved as to compete successfully with that of Russia in the English market, is a point well worth the attention of American agriculturists.

No. 33. England imports most of her ship building materials, with the exception of oak, the greater part of which is of domestic growth. Her only articles for export, coming under this head, would, therefore, be fastenings of copper, mixed metal, and iron, sail-cloth, and cordage, all of which she could supply in large quantity. The above refers to wooden vessels. Should we undertake the construction of iron ships, (the expediency of which deserves careful consideration) the requisite supply of iron might be obtained from England. I propose to embody some remarks and facts on this subject in a separate despatch.

No. 34. For building a twelve years' vessel, the charge is £14 5s per ton. For rigging, or what is called a "Baltic outfit"—by which is intended an outfit for an ordinary voyage—the estimate is one-third of the entire cost of the vessel.

No. 35. American vessels are salable here, at remunerative prices. During the past year, there have been transfers, consisting mostly of old vessels, which could be had at a comparatively low price, say from £6 10s to £7 per ton. But there is now a disposition to purchase new vessels of the best class, and large tonnage, particularly clipper-ships. Well-built American vessels would sell, at this time, for from £11 to £11 5s. per ton, shipbuilders' measurement. A Liverpool house has recently shown a preference for American build by contracting with Mr. McKay, of Boston, for three clipper-ships, to be employed in the Australian trade. The price is understood to be £12 per ton.

The present demand appears to be chiefly for ships ranging from 700 to 1,200 tons. They should be strongly built, and possess good carrying capacity both for cargo and passengers.

(a) "Peake's Ship Building," two volumes.

Vessels of this size and description are required for the Australian trade. There is likewise a demand for smaller vessels, well-built and of good carrying capacity, for Rio, the river Plata, and general South American trade.

American-built vessels are, at present, much in favor; and the trade in them must unquestionably become considerable, provided our ship builders are careful to secure the confidence of the English purchasers by sending none but carefully and faithfully constructed vessels. A ship broker, through whose agency most of the sales of American vessels have been effected here, observes: "It should be remarked that there is in England an established society (Lloyd's) for the inspection and classing of ships; and from their books, as published, the public judge of the character of each. Therefore it is advisable that American ships, intended for sale in this country, should have a classification in accordance with their merits, publicly recorded in such registry of shipping as is open to them, thus verifying their character, and inducing the confidence of purchasers."

Recently, a ship built in the State of Maine, and purchased here, subject to an examination by Lloyd's surveyor, was refused, after such examination had been held; although, I believe, another house has since been in treaty for her at the same price.

The suggestion, above quoted, should not, therefore, be overlooked, even if (judging from some observations of Mr. Lindsay in the work herewith sent) my informant should have somewhat overrated its importance. The published book of which he speaks is an alphabetical list of all classified vessels, stating their characters, age, build, ownership, &c. I send herewith a leaf, marked U, showing the particulars given.

A regular and extensive trade is carried on in the importation of vessels from the British colonies, built expressly for sale here; and there can be no doubt that vessels built in the United States may take an important place in such traffic, with certainly superior claims to consideration. The extent of the trade, up to this period, may be seen on reference to the tabular statements, marked V, W, X. They show, first, what portion of the vessels registered as belonging to Liverpool, 31st December, 1852, were actually built here, and what number were colonial-built; secondly, the number of colonial ships registered at Liverpool, in 1851; and, thirdly, the number in 1852. These statements (considering the information well worth the labor) I have caused to be compiled from a document lent me by the collector of the customs at this port. They will at once inform our ship builders both as to the extent of the market open to them, and the class of vessels in demand for it.

No. 36. The authorities for my responses to the foregoing queries are of a very miscellaneous description. The sources of information, in many cases, are indicated in my replies; but much has been derived from observation and conversation with numerous individuals concerned in the several branches of business. Whenever it was possible, application has been made to persons practically acquainted with the subjects on which information was sought. By following this system, I have become indebted for information to the courtesy of custom-house officers, and other public authorities, and to ship owners, ship-brokers, ship builders, and other classes of business-men. Many books (to which I have generally made due reference) have likewise been consulted, as well as public records and documents, copies of which will be transmitted whenever practicable.

No. 37. Herewith I send a number of books and pamphlets (the titles of which may be seen by the accompanying list) on several of the subjects embraced in the queries. On the subject of ship building many elaborate treatises have been published. The best, perhaps, is entitled

“The Elements and Practice of Naval Architecture, or a Treatise on Ship Building,” by John Knowles, F. R. S., London, 1852; price, £6 6s. The Encyclopædia Britannica (a very voluminous and expensive work, a new edition of which is now in course of publication, with the latest improvements) contains articles on all or most of the subjects referred to, written with knowledge and ability.

No. 38. Of late years, owing to a variety of local causes, ship building has been on the decline in Liverpool. In a great measure, this result is due to the high rate of wages, produced by the combination among ship carpenters. Another alleged cause is the want of accommodation on the part of the Liverpool dock authorities. In extending their docks, they appear to have made no provision of space for ship-building, but have compelled several builders to relinquish the space already occupied by them, and have afforded them no facilities in finding other sites. Liverpool, in consequence, with every natural advantage for the business, has now but two ships on the stocks; while, at the little port of Workington, three clipper-ships are being built, and two others at Whitehaven, an insignificant place near it. At these towns not more than one or two vessels have heretofore been built in a year, and, in some years, not even one. Nearly all the Liverpool steamers are built in Scotland. Some of the finest clippers have been constructed in Aberdeen, and the largest of sailing vessels is supplied to Liverpool owners from British America.

Shipping is greatly on the increase, as may be seen by reference to the tabular statement herewith transmitted, marked Y. This document shows the number of vessels belonging to each port in the district, on the 31st of December, 1850, and 1852, respectively. It is difficult to state the cause of this increase, although every individual is ready with his own solution of the problem. Free traders attribute it to the free trade policy adopted by England, and to the subsequent repeal of the navigation laws. Others consider it as one of the results of the impetus to trade arising from the discovery of gold in California and Australia. The combination of all these causes is probably the real one.

No. 39. I know of no interest, existing here, for the introduction of American improvements in ship building. It has been stated, however, that Mr. McKay, the eminent ship builder of Boston, purposes to establish an agent in Liverpool, to contract for and sell vessels of his construction.

No. 40. I herewith send three parliamentary returns, marked Z, showing the number of vessels built, &c., in Great Britain, in the year 1852.

QUERIES No. II.

Sailors in Merchant Service.

No. 1. As nearly as can be ascertained, the aggregate number of seamen in the merchant service in this consular district is 28,940. In the table A A, herewith sent, is a statement of the aggregate of each port of the district. As the customs accounts do not distinguish between natives and foreigners, I have not the means of stating the proportion of the latter. It is understood, however, to be very small. Recently, in a speech in Parliament, Mr. Cardwell, President of the Board of Trade, estimated the number of foreign seamen in the British merchant service at about 2,000. There are no statistics for ascertaining the proportion employed in each trade.

I have caused to be prepared an estimate (which, if not strictly accurate, may be considered

as approximating to correctness) of the whole number of seamen employed in the foreign and coasting trades. Tables, marked A A, are annexed. The only internal trade of this country is the canal trade; and of this there are no statistics by which its extent may be estimated, except as regards the number of miles in operation.

No. 2. In the larger vessels in the foreign trade the usual compliment is from 3 to $3\frac{1}{2}$ men per 100 tons. In the smaller vessels, employed in the Mediterranean and South American trade, the complement is not less than from $3\frac{1}{2}$ to 4 men, and sometimes rises to 7 men per 100 tons. The complements of the screw steamers, in the European trades, I find to vary between 4 and 9 men per 100 tons, in accordance with the amount of steam-power. The proportion of *seamen* in these steamers is below that of sailing vessels. The engineers, firemen, &c., generally average from 12 to 15 per 100 horse power. Paddle steamers have a complement of from 9 to 10 men per 100 tons, the proportion of seamen to engineers and firemen being somewhat lower than in the screw steamers.

As regards officers and their duties, the British merchant service does not differ from our own.

No. 3. Pilots are employed only going in and out of port. By the acts 12 and 13, and 16 and 17 Vic., masters and mates may be licensed to pilot their own vessels within the limits specified in their certificates, on passing an examination before or under the direction of the pilotage authorities.

No. 4. The employment of supercargoes has been almost abandoned. They are still, in a few instances, retained in the African trade, but, so far as I can ascertain, in no other.

No. 5. The various laws respecting merchant seamen are herewith transmitted. (a) The book entitled "Ship Master's Guide," which I send, gives full information on these points.

No. 6. Seamen share the general provision made for other persons in similar need; in sickness, the numerous public hospitals; in permanent disability, the workhouses. Greenwich Hospital, near London, is open for the admission of old and disabled seamen belonging to the British mercantile or naval services. At a former period, sailors made contributions to a fund called the Merchant Seamen's Fund, and were entitled to pensions under certain conditions; but the act establishing this fund was repealed by 14 and 15 Vic., chap. 102.—(See "Mercantile Navy List," page 29.)

No. 7. Sailors are shipped by shippingmasters appointed by, or under the control of, the Board of Trade, or the local Marine Boards, which are elected according to the 13th and 14th, and 14th and 15th Vic. By the first mentioned act, they are prohibited to be shipped in any other manner.—(See "Mercantile Navy List," pp. 16 to 27.) This mode of shipping seamen has been found to work very satisfactorily.

Herewith, marked B B, I send a statement of the number of seamen shipped and paid off at the Liverpool Sailor's Home, during the year 1852. I am indebted for it to the shipping master, Captain Ainley.

No. 8. British seamen enter little into foreign service, except that of the United States, to which they are partial, and which they hardly consider foreign. Latterly, however, the mercantile marine law has so improved their condition generally that they seem less disposed to enter our service. Causes, operating unfavorably to the welfare of our own mercantile marine, have, no doubt, contributed to this result; and among those causes the most disastrous appears to me the mode of shipping our seamen. It operates not only to the immediate injury and demoralization of the sailor, but produces the further bad effect, that, for greater and easier gain,

(a) They are now consolidated and sent herewith. Merchants shipping act, 1854.

an inferior class of men are engaged by unprincipled and irresponsible shipping-masters. As an almost inevitable consequence, the officers are irritated into the maltreatment of these men, who have been imposed upon them as seamen, often without any claim to that character. It would, however, be irrelevant to enter at large on this subject. But I feel it a duty to express my opinion, that, if competent persons were appointed by our government to investigate this matter, great evils would certainly be exposed, and a wholesome and effective remedy might be suggested. There is no law to discourage the entry of British seamen into foreign service.

No. 9. My reply to the last query embraces an answer to this. British seamen are very little employed in any foreign vessels trading to Liverpool, with the exception of those of the United States. In these latter, it would not be too much to say, they compose from one quarter to one-third of the crews.

No. 10. The scale of provisions forms part of the sailor's agreement, and must be inserted in it, substitutes for the various articles being allowed and prescribed. A scale, issued by the General Ship-owners' Society, is generally adopted, and may be found at page 36 of the "Ship-master's Guide."—(See also the form of Shipping Articles and papers sent herewith.—See, likewise, Acts 7th and 8th Vic., chap. 112, sec. 12, 18, 57; 13th and 14th Vic., chap. 93, sec. 64, 65, 81; and 15th and 16th Vic., chap. 96, sec. 18, 19, 68, 69.)

Offences for which forfeitures are incurred (as prescribed by law, 7th and 8th Vic., chap. 112, sec. 7, 8, 9, 10,) are, desertion, temporary absence, refusal of duty, and the like. In addition to these, reference is had to a list of offences, enumerated on a printed sheet of Regulations, issued by the Board of Trade. These offences are numbered; and the numbers of such as may be agreed upon at the time of signing the Shipping Articles are inserted therein; and the prohibition forms part of the contract.—(See form of Shipping Articles, and papers sent herewith, marked CC; also the "Ship-master's Guide," pp. 76, 78.) Forfeitures are paid to the shipping-masters at the end of the voyage.—(See "Mercantile Navy List," page 21, and Mercantile Marine Act, sec. 79.)

No 11. The act of Parliament authorizes the Board of Trade to issue a scale of medicines; and the scale now in use may be found at page 261 of the "Mercantile Navy List;" see also page 262; pp. 47, 51, of the "Ship-master's Guide;" 7th and 8th Vic., chap. 112, sec. 18; 13th and 14th Vic., chap. 93, sec. 65, 66; 14th and 15th Vic., chap. 96, sec. 18, 19. As regards space to be appropriated to seamen, see 13th and 14th Vic. chap. 93, sec. 63, 69.

Advances of wages are made to seamen when shipped.—(See "Ship-master's Guide," pp. 24, 26.)

No. 12. By the 7th and 8th Vic., chap. 112, sec. 46, it is enacted that no seaman shall be left behind in a foreign port, under any plea, without the consent of the minister, consul or vice-consul, residing there. Proof of the impracticability of obtaining such consent is to lie upon the master.—(See also sections 48 and 49.) In these provisions no distinction is made between British subjects and others.—(See likewise the same act, sec. 17, in reference to proceedings on sale of vessels in foreign ports.) The law, unlike our own, requires no extra wages, but merely that the seamen be paid the wages, &c., already due, and that other employment on board British vessels, or other means of returning home, be provided them.

No. 13. Imprisonment and forfeiture of wages.—(See Mercantile Marine Act, sec. 77, 78, 80, 81, and 82, and 14th and 15th Vic., chap. 96, sec 21.)

No. 14. Captain Ainley, the chief shipping-master at this port, states it as his opinion, that the number of the British seamen decidedly decreases. This is attributed to the abolition of the

apprentice-system, and to the substitution of steamers for sailing-vessels, in the coasting trade. The former measure, however, is so recent, that it cannot hitherto have produced much effect. The last-mentioned cause is more likely to have produced the result, steamers making few sailors. By what I can learn from persons conversant with the subject, it would not seem that the number of sailors is positively decreasing, but that the comparative increase has been proportionably less than the increasing demand for them. In view of this difficulty, the law requiring three-fourths of the crews to be British subjects was abolished in October last; and since that date, I understand, the number of foreign seamen in the British service has greatly increased.

No. 15. Native sailors are obtained from all parts of Great Britain, and from all classes of the people. As to the primary employments of youth who become sailors, no general answer can be given. The children of boatmen, fishermen, and persons employed about the docks, are more likely than others to follow the seafaring life. The system of compulsory apprenticeship was abolished, in the British merchant service, in October last. Vessels are no longer compelled (as was formerly the case) to have a certain number of apprentices; although boys may still be legally apprenticed, and the law secures their services when they are so. Mr. Rankin, of Liverpool and Glasgow, (perhaps the most extensive of British ship-owners,) has expressed the opinion that the apprentice-system must be restored, and has avowed his determination to carry no apprentices in his vessels, unless compelled by law.

The only fisheries within this consulate are the herring fisheries, which are on too small a scale to supply any considerable addition to the number of seamen. The men engaged in these fisheries usually make them the employment of their life; although their children, as above stated, often become sailors.

An effort is now in progress here to obtain sailors from among the pauper-children. An experiment, with this end in view, has been instituted at the Industrial Schools of Liverpool, where some 800 or 1,000 children are in course of education. Large models of full-rigged vessels are provided; and any boy, showing a tendency for a seafaring life, is practised in reefing and furling sails, and the various duties of the sailor, preparatory to being apprenticed to the sea.—(See 7 and 8 Vic., chapter 112, sections 31, 32, 33, 34, 35, 36, and 39.) Some information, obtained from the master of the school referred to, is sent herewith, in a paper marked D D.

Pilots are a class distinct from seamen, but must have been a certain time at sea before entering on their apprenticeship as pilots.

No. 16. The wages of seamen in the British naval service are stated in the "Navy List," herewith transmitted, at page 201. The prize-money, pensions, and other advantages, by which sailors are induced to enter the navy, are likewise stated in the "List;" but as an immediate inducement, when the demand for seamen is urgent, a bounty is offered, varying from £1 to £7 or £8, in accordance with the existing necessity.

No. 17. The nature of their employment practically exempts sailors from the only kind of military service, to which British male subjects are compulsorily liable; viz., service in the militia. But they are exempt from no civil duty, or tax, to which other subjects are liable under like conditions.

No. 18. As a matter of theory, merchant-seamen are still subject to impressment into the royal navy. But public sentiment is so decidedly opposed to it, that no administration would probably venture on this mode of manning ships-of-war, unless impelled by the strongest necessity. It is

contemplated, I understand, to pass a law for balloting seamen into the royal navy, in a manner analogous to that in which landsmen are balloted for in the militia.

No. 20. The intelligence, activity, and professional skill of British seamen, are still, as they have always been, in high repute. The numerous maritime disasters, however, resulting from the incompetency of officers in navigation, produced the mercantile marine act, in 1850, for the purpose of remedying the evil. I have it on the authority of Mr. Towson, the examiner in navigation at this port,—a man of scientific eminence, and author of a work on Composite Sailing, printed by direction of the Admiralty—that, since the passage of the act, a marked improvement is observable. The examinations are intended to be progressive in their stringency; the qualification being fixed as low as possible until the attainments of the officers shall allow of a higher standard being adopted.—(See “Mercantile Navy List,” pages 37, 38, 39, and 40.)

No. 21. The system of navigation practised by British mariners does not differ, so far as I am aware, in any respect, from that in vogue among American seamen. The work of Bowditch is very generally used by them, and their instruments are similar to our own. Mercator’s system is almost universal, although great circle sailing (or rather this latter system as modified by Mr. Towson, and styled “Composite Great Circle Sailing”) is considerably practised and increases in favor. Some remarkable passages have been performed by clipper-ships, on this system, to and from Australia. The theory is fully elucidated in a work published by Mr. Towson under the patronage of the Admiralty, and in general use among shipmasters.

In the study of navigation, various little works on the several parts of the science are used; and there are books adapted for the use of persons preparing for examination before the National Marine Boards. One of these, which is in most general use—“The Extra Examiner,” by James Gordon—I herewith send. The system of instruction, and the method of imparting it, will be understood by the perusal of this work, together with the accompanying card, marked E E, stating the course of study at the Liverpool Sailor’s Home; as likewise the examination papers, marked F F, used by the Liverpool Board. These have been furnished me by Mr. Towson.

Norrie’s Epitome, Norrie’s Seaman’s Manual, Bowditch’s Navigator, Sumner’s Method, Thomson’s Lunar and Horary Tables, Towson’s Composite Great Circle Sailing, and, in all cases, the Nautical Almanac, sent herewith, (published by order of the Lords of the Admiralty,) are the books most used by seafaring men in following their profession. Other works in considerable demand are, Griffin’s Navigation and Nautical Astronomy, by Turnbull, with Key, London, 1852, 16s.; Reid on the Law of Storms, London, 1851, 12s.; the continuation of this last work, 1852, 9s.; Narratives Illustrative of the Law of Storms, London, 1852, 1s. 6d.; Horsburgh’s East India Directory, London, 1852; West India Directory, London, 1852, 7s. 6d.; Captain Johnson on the Deviation of the Compass, London, 10s. 6d.; Atlantic (north) Navigator, London, 1853, 10s.; Atlantic (south) Navigator, London, 12s.

Mr. Gray, a Liverpool optician, has recently invented an azimuth compass, which is said to possess some advantages in observing bearings; but the officers of the Cunard Company, in whose ships it has undergone a trial, consider it nowise superior to the azimuth compasses in general use. A course indicator (lately adopted and now used on board the Cunard steamers) is found to be of much service in preventing mistakes and disputes. It is a little instrument with a dial-plate, around which are marked the points of the compass. The pointer of this dial is moveable only by means of a key, which is kept by the commander of the vessel; and

when he gives directions as to the course, he sets it in the indicator, where it remains fixed until again moved by himself.

It may not be irrelevant to quote here a Report, recently made by the Liverpool Local Marine Board, who were desired to inquire into the causes of the loss of the iron ship "Taybeur," with a large number of passengers:

"It was proved to them that the owners made the usual arrangements for providing the ship with accurate compasses, and that Captain Noble, besides, took great pains to test their correctness. Notwithstanding these precautions, however, it appeared to this Board that the "Taybeur" was brought into the dangerous position in which the wreck took place through a deviation of the compasses, the cause of which they have been unable to determine. This Board would call particular attention to the fact that numerous instances have been brought under their consideration of compasses having been proved greatly in error, on board of both wood and iron vessels, while navigating the Irish channel, and which deviation is not accounted for by any theory at present. They, therefore, strongly recommend all ship-masters to doubt the accuracy of their compasses, and to adopt every means in their power to check and to test them."

It seems unquestionable that some arrangement, on our own side of the water, similar to that adopted in this country, under the mercantile marine law, and, in like manner, the establishment of nautical schools, day and evening, would be productive of great improvement in our merchant service, both as regards the capacity and character of masters and crews. So far as regards this port, the nautical schools are already open to American seamen, if they choose to avail themselves of them. It would be gratifying to the American sense of justice, as well as consonant with the friendly relations between the two countries, if, by some international arrangement, it could be brought within our power to offer similar advantages to British seamen visiting our own ports. Our countrymen, moreover, in that case, would be more likely to take advantage of the liberality on the part of the authorities here, which now puts the means of professional education within their reach.

No. 22. My answers to the several queries will indicate the sources whence I have drawn my information.

No. 23. A work entitled "Atmospheric Changes," &c., has been recently published, which is full of interesting matter, connected with the scientific study of winds and storms.

QUERIES No. III.

Shipping, Navigation, Tonnage, &c.

No. 1. The custom-house accounts do not show the proportion of vessels engaged in the several trades, but merely give the total of vessels registered as belonging to each port. There is very little internal navigation except on the canals; and as vessels so employed are not required to be registered, no official record of them exists. By the kindness of the collector of customs of this port, I have been enabled to obtain from the custom-house records the particulars given in the tabular statements, marked A, A, A, (1 to 10, inclusive.) They exhibit the number of vessels registered at Liverpool on the 31st December, 1852; and great care has been taken to classify them as engaged in the foreign, coasting, and internal trades. As respects the two former classes, the tables may be accepted as a tolerably accurate statement of the extent of each;

but with regard to internal trade, for the reasons above-mentioned, a similar exactness is unattainable.

The manager of the Leeds and Liverpool canal, extending between those towns, a distance of 127 miles, (with a seven-mile branch to Leigh, a coal district in the county,) has furnished me with the statement marked B, B, B. It shows the number and tonnage of vessels belonging to, or in the employ of, the company; none of which vessels are registered or otherwise officially recorded. Besides the Leeds and Liverpool canal, there are others, on which I have been unable to obtain any statistics respecting the vessels. I have caused to be prepared a table (C, C, C) showing the commencement, the termination, and the length, in miles, of all the canals lying wholly or in part within this consular district. An idea of the extent of this traffic may hence be derived.

In the table marked A, A, A, 2, 3, 10, is stated the aggregate number of vessels and amount of tonnage, registered as belonging to the several other ports of the district. It has been found impossible to classify them, like the Liverpool vessels; but on the several pages of the sheet are appended notes, by which the number in each trade may be pretty correctly estimated.

Nos. 2, 3, 4, 5, 6. I send tables, marked D, D, D, 1 and 2, also E, E, E, 1, 2, 3, 4, conveying the required information, so far as it was practicable to obtain it.

No. 7. The chief outward trade of Liverpool is the Australian. Its chief foreign trade is that with the United States; but the greater part of it, probably to the extent of two-thirds, is carried on by American vessels.

Of inward trades, the East India and China are, perhaps, the most important, as most of the vessels, going hence to Australia, proceed to a port in India or China, for the homeward cargo. The outward voyage to Australia is sometimes made by clipper-ships in 70 days, but averages from 95 to 120. It has been made by steam in 65 days. The homeward passage has been performed by clippers in 65 days, and by steamers in 59. The average of ordinary vessels is from 90 to 110. The route most generally taken, and by which the speediest passages have been made, and which is also said to be the safest, is round the Cape of Good Hope. Many persons, however, advocate the Cape Horn route as being preferable; but being rougher, and supposed to be attended with more variable winds, it is seldom taken.

Of late years, composite routes (a modification of great circle sailing) have received some attention, and appear now to be considerably in favor. In the paper which I herewith send, marked F, F, F, is a lecture containing much interesting information on this subject, by Mr. Towson, by whom the composite routes were introduced into the British service.

The paper marked G, G, G exhibits the freights in the several trades in the months of January and February.

The papers marked G, G, G, 2 contain information of interest and value relevant to this query, and are mostly from the pen of Mr. Lindsay, of London, than whom there is no more reliable authority on the subject of which they treat.

No. 8. The chief coasting trade is between Liverpool and Ireland, and consists in the conveyance of cattle, provisions, &c., from Ireland, and of merchandise from Liverpool. The number of animals of all kinds, imported into Liverpool from Ireland in 1852, was 426,500; of eggs, the importation was 148 millions, weighing 9,260 tons. The trade is carried on by paddle and screw-steamers, of the average burden of about 150 tons. A few small schooners are likewise engaged in it. The shortest passage is to Dublin, occupying from 9 to 12 hours by steam. To Cork, the passage is from 24 to 30 hours.

The coasting-trade next in importance is the transport of metals and coal from Cardiff and Newport, in South Wales. The weight of iron alone, brought coastwise from Wales to Liverpool, in 1852, was 138,000 tons. Vessels from 80 to 120 tons, and two screw-steamers, carry on this trade. The passage of a sailing-vessel occupies from five to eight days.

There is, likewise, a considerable coasting-trade between Liverpool and Glasgow, both by steamers and sailing vessels. The freights are stated in the paper marked H, H, H. The ports of Whitehaven, Workington, Maryport, Fleetwood, and Lancaster, within this consulate, have each a little foreign trade, consisting principally in the import of timber; but their coasting trade in the conveyance of coal, chiefly to Ireland, is much more considerable, although insignificant compared with the enormous coal-trade of Newcastle, Sunderland, and Hartlepool. From Chester, within this district, a port which has also a very small foreign trade, a considerable amount of coal is shipped coastwise. An account of the quantity of coal sent coastwise from each port within this consulate will be found in the paper marked I, I, I.

Preston and Morecomb, within this district, and Rencone and Ellesmere, within the boundaries of this port, have a coasting-trade of some importance, the nature of which is described in the book entitled "The Commerce of Liverpool," pp. 198—202. Beaumaris and Caernarvon, in North Wales, possess each a little foreign trade, which is principally export. Vessels, after discharging their cargoes elsewhere, go to these ports to load with slates, of which large quantities are quarried in the immediate neighborhood. The United States bear the most important part in this trade.

No. 9. The internal trade is carried on by railway and canal. Nearly all the better classes of manufactured goods are conveyed by rail. Coal, earthenware, and the coarser kinds of goods, are brought by canal. The quantity of coal brought into Liverpool from the interior of the country during the year 1852 was 1,500,000 tons. The mode of conveyance and cost of carriage are stated at page 26 of "The Commerce of Liverpool," which I send herewith.

The trade in salt is also considerable. This mineral is largely manufactured for the markets, on the banks of the Weaver, in the county of Chester. The Weaver is a small river which has been converted into a canal, and enters the Mersey by locks, about seventeen miles above Liverpool. The quantity of salt brought down the Mersey in 1852 was 700,000 tons.—(See "Commerce of Liverpool.")

No. 10. Since the repeal of the "Navigation Laws," in 1849, and, more recently, of the law excluding foreign vessels from the coasting trade, such vessels are admitted to participate in any of those trades on the same terms as British ships.

No. 11. There are no such distinctions.

No. 12. Books of rates, likewise "Directory of the Port Charges," and papers marked K, K, K, which I herewith transmit, will give information as to those points. Under the convention with Great Britain, of 1815, American ships pay only the same rates as British. This is likewise the case with nearly all other foreign vessels—England having formed reciprocal treaties with most commercial countries.

No. 13. Pilots and pilotage are regulated by committees, under acts of Parliament, and pilotage is charged at so much per foot of the vessel's draught. Pilots act as such on the authority of licenses, in which is stated what vessels (classified according to draughts of water) the holder of the license is entitled to pilot. They are generally men of great ability in their profession, and are considered worthy of implicit reliance.

No. 14. The quarantine regulations are stated in the accompanying papers, marked L, L, L.

There are no fees. A bill of health is required, signed by the consul, or, in his absence, by some other competent authority, at the port from which the vessel sailed.

No. 15. In Liverpool there are three(a) hospitals to which American seamen are admissible. Two of these are supported by public subscription, and receive patients not laboring under infectious diseases, at any time, with an order signed by the consul. The charge per week is twelve shillings English, or about three dollars of our money.

The medical and surgical aid rendered at these institutions is excellent in its kind. Two surgeons constantly reside in the house. There are likewise several honorary surgeons and physicians, elected annually by the subscribers; and as these appointments are looked upon as conferring much professional distinction, there is great competition for them among the most eminent doctors of the town. Two of these attend daily at the hospital, visit all the patients, and give directions to the house surgeons with respect to their treatment. The hospitals are under the immediate superintendence of a governor and matron, who reside in them; and the rules for their management are prescribed by a committee elected by the trustees.

The third hospital is for the reception of patients suffering with fever and other infectious diseases. It belongs to the corporation of the town, and is managed by a governor, subject to the control of a committee of the Town Council. Medical service is rendered by a surgeon residing on the premises. American seamen are admissible into this hospital, by an order from the consul, at a charge of ten shillings per week, which includes all necessaries.

It sometimes happens that American citizens (other than seamen, and for whom, consequently, no provision is made by our government) find themselves sick and destitute in Liverpool. It is within my experience that the authorities of the hospital show themselves disposed to take a very generous cognizance of cases of this kind, never hesitating to receive such destitute patients, on my request, at once, and without charge.

At Bangor (a port within this consulate, to which American vessels sometimes resort for slates) is likewise a hospital. It is instituted on a plan similar to that of the two above-mentioned at Liverpool, and affords the requisite medical assistance to American seamen, at a charge of eight shillings, or two dollars, per week. Admission is given on an order from the consular agent.

No. 16. The answer is comprehended in my reply to the foregoing query.

No. 17. As regards Liverpool, the port regulations and charges are stated in the printed abstracts and papers, herewith transmitted, and marked M, M, M. I likewise send a book entitled "Directory to the Port Charges of Great Britain and Ireland," in which will be found information of a like nature regarding other ports and places. The statement marked N, N, N is extracted from McCulloch.

No. 18. Passports are not required in England. The regulations, now in force respecting passengers' baggage, are stated at pages 239-243 of "Clements' Customs Guide," which I herewith send. Baggage is landed and conveyed to the custom-house or depot for examination in charge of an officer, the expense of cartage being paid by the passengers. An exception to this rule occurs at Liverpool, in the case of the Cunard steamers arriving from America; and it is likewise at the option of the Collins' steamers, although, for some reasons unknown to me, these latter do not avail themselves of it. By the arrangement alluded to, the officers of the customs attend the steamer immediately on her arrival, if before eleven o'clock at night, in order to examine and pass the baggage of the passengers on board the vessel, without the

(a) See Hospital Report.

inconvenience of transferring it to the custom-house. For this service, the proprietors of the steamer pay each officer the moderate charge of 2s. 6d. for every hour beyond the official time. There are no fees payable by passengers.

The licensed agent mentioned in the regulations is a person holding a license from the customs authorities to attend the examination of baggage, and enter any dutiable article that may be contained in it. For each entry he receives 1s. 6d., or thirty-seven and a half cents. The object aimed at by licensing these agents is to secure their accountability to the customs authorities, and thus prevent imposition on passengers, with whom it is optional to employ them.

No. 19. Herewith, marked O, O, O, I send the published rates of the Albert Dock warehouses, at this port, for the storage of merchandise. The charges for storage at private wharves do not differ materially from these. I send also, marked P, P, P, the rates established for cartage and portorage.

No. 20. A large number of the engines used in the steam vessels of this consulate are constructed in Liverpool. Fawcett and Forrester are eminent in this branch of manufacture, besides whom there are several others of less note. Many engines are also made in Scotland, on the Clyde.

The kind of engine mostly used for paddle-steamers is the side lever, but with some on the oscillating plan, and some with the direct action; for screw-steamers the direct is chiefly in use. The power varies so much, in accordance with the service for which the vessel is intended, that it would be impossible to give any general statement. It may be estimated at from 50 to 100 horse-power per cent. of the tonnage of paddle-steamers, and from 20 to 40 per cent. of screw-steamers. On this whole subject, however, information will be found at pp. 154—212 of the work on the “Marine Engine,” which I herewith send.

The present cost of a marine engine and boiler, whether for paddle or screw-steamer, I am informed, is £40 sterling per horse power. The import duty is 2s. 6d. per cwt.

No. 21. The fuel used is bituminous coal, of which England is said to possess an inexhaustible supply. The kinds chiefly consumed by steam-vessels are called the Ince-Hall coal, the Cardiff steam-coal, and the Brymboro’ coal; the former variety being obtained near Wigan, in this county, and the two latter from Cardiff and Brymboro’, in South and North Wales. There is a difference of opinion as to their relative merits, although the Ince-Hall is generally preferred. The cost, alongside of the ship, averages from 10s. 6d. to 12s. per ton.

If coal were imported, it would be duty free, as an article unmanufactured and unenumerated. (See Treatise on Marine Engine, pp. 218—251.)

No. 22. An answer to this query is implied or included in my reply to No. 38 of Queries No. 1. Further information will be found in the several parliamentary papers accompanying.

No. 23. The declared value of the total exports of British produce and manufactures to the United States, during each of twenty years, is stated by McCulloch. In 1833, the first year of the series, the amount was £7,579,699 sterling; in 1852, the last year, it was £16,567,737. In the intervening years there are very remarkable fluctuations. For instance, in 1836, the amount had risen to £12,425,605; in the ensuing year it sank to between four and five millions of pounds sterling; and in 1842, after successive variations, it reached the minimum point of £3,528,807. In 1847, the year succeeding the repeal of the British navigation laws, there was an increase of more than four millions of pounds sterling, and another, equally remarkable, in 1850.

The imports and average weekly consumption of American cotton, in each year from 1816 to 1853, are stated in the circular of Messrs. Holt & Co., the eminent cotton brokers of this town. I send it herewith, marked Q, Q, Q. A vast increase of quantity is observable; and it is interesting to compare the importations from the United States with those from other countries, which are likewise stated in the circular.

I transmit a tabular statement, marked R, R, R, of the quantities of wheat and wheat-flour imported into Great Britain, during each of the ten years ending with 1852. The increased importation from the United States is a remarkable feature of this statement. McCulloch says, "The vast increase that has taken place in the trade with the United States, since 1846, is owing to the increased importation of corn and flour." By far the greater part of the American imports and exports are made to and from the port of Liverpool.

The statement marked S, S, S, herewith transmitted, of the arrivals of American vessels in each of the last nine years, and of the arrivals of American vessels from ports not within the United States, since the repeal of the British navigation laws, will further answer the inquiry.

The only other port in this district, at which there is any American commerce, is Bangor, or Beaumaris, where a few vessels load with slate, after discharging their inward cargoes elsewhere.

No. 24. The last vestige of protection having been removed from the trade and navigation of Great Britain, there seems to be nothing left for our government to effect, in that direction. Business men on this side of the water, when drawn to an expression of opinion on the subject, immediately refer to the tariff as the only remaining field of action. They compare the 25 and 30 per cent. schedules of our tariff, where are enumerated so many of the principal articles of British manufacture, and the 5, 10, and even 15 per cent. schedules, which embrace so few, with the low or mostly no duties imposed by Great Britain on nearly all our produce. This examination, they say, will at once discover what is necessary to increase the trade, and to strengthen and multiply the bonds of intercourse between the two countries. If reminded of the British 1,200 per cent. duty on the lowest quality, and 350 or 360 per cent. on the highest quality of tobacco, they observe, this is but one instance of a heavy duty in their tariff to balance many in ours. "Besides," they exclaim, "you can sell your ships in England, but will not allow us to sell ours in America."

Whether we can obtain any advantages, not already possessed, by placing the leading articles of British manufacture on the lower schedules of our tariff, or by removing the restrictions on the sale of British ships in the United States, is not for me to determine. Neither is it within my province to conjecture whether, by concession or diplomacy, we could obtain a reduction of the excessive duties on the importation into England of manufactured or unmanufactured tobacco. But the opinions of all English merchants, so far as I am conversant with them, agree, that the commercial relations between this country and the United States would be greatly promoted by the measures to which I allude.

Nos. 25 and 26. I have been able to meet with no better reply to these queries, than by a reference to the greatly increased exports of English manufactured goods to the United States, and the proportionably rapid increase in the importation of our cotton and bread-stuffs, as compared with those of other countries. I would also refer to my answer to the 32d query, (Queries, No. I.) and to the tabular statements, therein mentioned, as to the imports of hemp and flax.

I find here what appears to me a strong and growing sentiment in favor of deriving supplies of raw material and articles of sustenance from the United States, rather than from any other

foreign country. This feeling will unquestionably be much strengthened by the present war. If the large importations of hemp and bread-stuffs from Russia (as shown in the tabular statements above referred to, and in the table marked L, first series) be considered with reference to the probably protracted continuance of hostilities with that country, it seems evident what articles are most susceptible of increased importation from the United States.

In view of the vast and increasing consumption of paper, inquiries have been set on foot, in this country, to discover some less costly and more abundant material for its manufacture. It may not be irrelevant to state the result of these inquiries, for the information of our enterprising agriculturists. It was discovered by a German, that paper could be made from the common willow, of a finer quality than that made from straw, which had already been applied to the manufacture. It was, however, not sufficiently firm for the requisite use.

The subject has been brought further into notice by the following advertisement, which lately appeared in several of the English newspapers :

“One thousand pounds reward. The proprietors of a leading metropolitan journal offer the above reward to any person, who shall first succeed in inventing or discovering the means of using a cheap substitute for the cotton and linen materials, now used by paper makers, subject to the following conditions :

“1st. The material must be practically unlimited in quantity, and be capable of being converted into pulp of a quality equal to that which is at present used in manufacturing the best description of newspaper, and at a cost, *ceteris paribus*, not less than 10 per cent. lower.

“2d. It must be tested, approved, and *adopted* by three eminent manufacturers of paper, (two of them to be named by the advertisers,) whose certificates shall entitle the inventor to the payment of the reward.

“3d. This offer will be in force only for a period of twelve months, from the 26th of May, 1854. Apply by letter to A. B., Messrs. Smith & Sons, 136 Strand, London.”

Smith & Sons are eminent newspaper agents in London.

In pursuance of this object, it has been found that good paper, though not fine enough to obtain the prize above offered, may be made from a variety of trees and plants having fibrous stems, and, among others, from the common nettle. At a recent meeting of the British Horticultural Society, Dr. Royle exhibited “specimens of paper, rope, cordage, and other substances, prepared from the plantain, (*musa paradisiaca*.) He also entered into highly interesting details concerning the amount of produce obtainable from an acre of plantain ground, independently of the fruit, for which alone the plant is now cultivated in the greater part of the tropics. The paper, though for the most part unbleached, and not prepared with European skill, was of the best quality as regards strength and fineness. Some of it was of a delicate cream-color.”

These researches render it more than possible that the cultivation of materials for paper may soon become an important branch of agriculture. In view of this, it becomes a question whether the rich soil and varied climate of the United States will not enable us to produce the suitable materials, and convert them into paper of a quality, and at a cost, defying European competition. Should such be the case, a new field of agricultural industry and commercial wealth would at once be opened to us.

Dr. Royle also “directed attention to a living plant of *Boehmeria Nivea*, chon-ma, or China grass, also called occasionally, though erroneously, Manilla hemp. Specimens of the raw material, and of exquisite manufactures prepared by the Chinese from this plant, were laid upon the table ; the excessive strength of its fibres was pointed out, and it was shown that the Indian

province of Assam was capable of soon supplying an unlimited quantity of such hemp. The vice secretary produced a specimen of the plant from Shanghae, and remarked that, since it was capable of enduring the climate of so cold a part of China, it might reasonably be expected to succeed, in a field-crop, in the west and south of Ireland. It had this advantage over common hemp, that it was perennial, not annual, and afforded two or three cuttings in a year; so that it might be found much cheaper to grow and more productive, as well as of far better quality, than hemp itself."

We may gather from these discussions an idea of the great anxiety, on the part of England, to find new sources for the supply of hemp, and of her desire to produce it on her own soil. As regards the feasibility of such schemes, it should be remembered that cotton is not indigenous to America, nor the potatoe to Great Britain. And the potatoe itself might perhaps be made a considerable article of American commerce. It is true that all attempts to import it, in its tuberous state, have heretofore failed in consequence of its bulk; but it is a point worth considering whether it might not be converted into some other form, of less bulk and easier carriage.

A writer in the Penny Cyclopaedia says: "The article sold in the English shops under the name of tapioca is mostly made from potatoe flour." The duty on potatoe flour is $4\frac{1}{2}$ pence, or 9 cents per cwt.

No. 27. By way of response to this query, I may quote, substantially, the opinion of a well-known English ship-broker:

"It may be emphatically stated, that there are very many trades in which American ships might advantageously participate, beyond what they do at present. Comparatively little advantage has been taken of the abolition of legal restrictions upon the employment of foreign tonnage. This has been, in some degree, owing to the California trade employing suddenly a large number of American ships, and the Australian, in like manner, absorbing so many British, leaving the regular trade between the United States and England to employ lucratively the remainder. With the exception of the deal and timber trade, and a few ships to the East Indies and China, American tonnage has scarcely mingled in our wide-spread commerce. In our continental, Baltic, Australian, South American, West Indian, almost nothing has been done. In instances, few and far between, our immense coal trade (now extending to every part of the globe) and our continuous guano trade have been entered into, but no general move towards them has taken place. Comparatively few vessels of moderate size, say up to 400 tons, find their way to our shores. For such there is constant employment in the Baltic, South American, and West Indian trade.

"By the rapid transmission of intelligence, the rates of freight are kept very much at a certain level, all over the world; so that it has not been a question of rates that has hitherto prevented the Americans joining in our trade. It is evidently from a disinclination to undertake long and unknown voyages, or from a want of sufficient attention being drawn to the subject, or perhaps from contentment with the remuneration in the beaten tracks. But when the question is properly looked into, and an increase takes place in shipping, (which will be a natural consequence of prevailing rates,) there must be an increased anxiety to participate in trades yet untried. Briefly, there is a very wide and extending field for the employment of American tonnage by English merchants in every known trade; and it is of great importance for the ship owners of the United States earnestly to consider the subject."

As has been before stated, all the English trades are open to foreign shipping. The last restriction was lately removed by the opening of the coasting trade.

No. 28. At page 219 of the Ship-master's Guide, sent herewith, is a tabular statement of the boats required to be carried by steam and sailing-vessels, with description and sizes. The cost of boats is stated in the paper marked T, T, T. Even at the present high prices, it is doubtful whether the great cost of bringing boats hither, from America, would not prevent the profitable sale of them. And were the cost of transportation less, the prices would probably be lower. If, however, boats could be delivered here at 20 per cent. below the present prices, (which is as high as could safely be calculated upon,) they might undoubtedly be disposed of at a profit. The size most suitable is indicated in the table above-mentioned.

No. 29. From Liverpool, there is a line of mail steam-packets to Douglas, the chief town of the Isle of Man, about seventy miles distant. From Holyhead, there is a line of mail-steamers to Kingston, near Dublin, in Ireland. From Fleetwood, there is a line to Belfast, in the north of Ireland. The above are the only lines of mail-packets, coastwise, within this consulate. They are owned by proprietary companies, and carry the mails under contract with the Admiralty, for an annual stipend.

To foreign countries, there are two lines of British mail-steamers from Liverpool; viz: the Cunard line, which carry the mail to the United States for an annual stipend, under contract with the Admiralty; and a line (sailing now at irregular intervals, but intended ultimately to sail once a fortnight) which carries a mail to Canada, under a contract with the government of that colony. There is likewise the Collins line, to New York, which need not here be described. Besides the above, mails are frequently despatched from Liverpool by sailing-vessels or steamers, under a law which requires any vessel, clearing for a foreign port, to receive all letters tendered by the postmaster, at the rate of two-pence a letter. The penalty for refusal is £100.

No. 30. The ordinary mode of effecting insurance, in Liverpool, is by what is termed underwriting. On this system, when a risk is to be taken, the known underwriters, who are usually merchants, subscribe their names for such part of the risk as they are willing to take, until the whole risk is subscribed for, or underwritten. It is usually done through a broker, who obtains the subscriptions, receives the premiums, settles with the subscribers, and, in case of loss, collects the amount underwritten, and settles with the insured. The insured are liable to the broker, and he to the underwriters, for the premiums; the underwriters are liable to him, and he to his principals, in case of loss. "To him both parties look for the legal and regular completion of the contract, so as to bind the one party effectually to the other. The broker is thus a middle-man between the insured and insurers; and the relation of debtor and creditor does not exist directly between these parties themselves, but between the broker and them respectively. 'To the underwriter he is debtor for all the premiums for which, in the account between them, he allows credits as having been actually received by him; and he debits them with such losses as he is authorized to settle and receive. On the other hand, he debits the insured with the amount of the premiums or the policies effected by him, and for which he is responsible to the underwriters, and credits him with any return premiums which may be due, and the losses which he is authorized to receive.'"—(Lee on the Law of Shipping and Insurance, 1853.)

"Their (the brokers') profit consists in 5 per cent. upon the premium, 12 per cent. upon the money that they pay to the underwriters, and $\frac{1}{2}$ per cent. that they deduct from all the claims which they recover from the underwriters. It is proper to remark that this is the established or regular profit; but competition has occasioned numerous deviations from it by the brokers;

many of whom consent to divide this profit with the principals who employ them.”—(McCulloch.)

In Liverpool, the 12 per cent. is often allowed to the insured, for cash payment. Insurances on Liverpool vessels have latterly been effected, to a considerable extent, in American offices, and likewise at Amsterdam. This practice of effecting marine insurance abroad, I am informed, is on the increase; and, frequently, a vessel is partly insured here, and partly abroad. The foreign insurance is sometimes done through agents there, on the part of the insured, and sometimes through agents of the foreign insurance offices, several of whom are resident here.

Losses are recoverable on proof of loss. “Losses are paid at the offices promptly, and without deduction. A month’s credit is allowed to the underwriters; and another month, and sometimes two months, are given to the broker, to collect for the underwriters and pay over to his principals.”—(McCulloch.) But when, from the circumstances of the loss, proof cannot be had, it is the custom to pay a total loss at the expiration of a certain time. Six months is a usual term, in Liverpool, although some brokers pay off within a shorter period.

“To entitle the broker to settle losses with the underwriters, he must have a special authority from the insured to that effect.” “Under that authority, the broker is only entitled to receive payment from the underwriters for the assured in cash.”—(Lee, before quoted.) In case of disputed claims, settlement can be enforced only by suits in the ordinary law courts of the country, there being no especial tribunal for the purpose.

There is in Liverpool an association, corresponding exactly with that of Lloyd’s in London, called “The Association of Liverpool Underwriters.” Most of the principal merchants, and all the brokers, are members. They have rooms where they transact business, a staff of officers, secretary, surveyor, &c., in all respects on the plan of Lloyd’s association.

Rates of insurance are stated in the accompanying papers, marked U, U, U.

No. 31. Merchant-vessels are allowed to be armed, at any time, for self-defence. Indiamen generally carry three or four pieces of cannon.

The law of England does not prohibit privateering; but the present feeling, both among commercial men and in Parliament, is so decidedly opposed to it, that no ministry would probably authorize the practice by granting letters of marque.

Privateering being deemed piracy without such legal sanction, it may be said to be, for the present, practically prohibited. Its non-exercise, however, depending on the will of a ministry, which is susceptible to the variations of public opinion, an adequate emergency might cause it to be suddenly resumed. The present juncture appears propitious for securing, by treaty, what now partakes of the uncertainty of popular sentiment.

The regulations for the government of privateers, issued at the commencement of the war with France, in 1803, are the latest authority on the subject. One of the articles prescribes that the commanders or owners of vessels, before taking out letters of marque and reprisal, shall make application in writing, subscribed with their names, to the high admiral of Great Britain, or the commissioners for executing that office for the time being, or to the lieutenant or judge of the high court of Admiralty, or his surrogate, and shall therein set forth a particular time and exact description of the ship or vessel, for which such letters of marque and reprisal are requested; setting forth the burden of such ship or vessel, and the number of men intended to be put on board the same, and for what time they are victualled; also, the names of the commanders and officers.

Before any letter of marque or reprisal shall issue under seal, a bond for £1,500 must be given

by responsible persons, not concerned in the ship, for all ships carrying less than 150 men, and £3,000 for every ship carrying more, that they will give full satisfaction for any damage or injury they may commit at sea, contrary to the regulations under which they are to act, and to their duty as privateers.

The disposal of captures is regulated as follows: The commanders of the ships and vessels so authorized shall bring all ships, vessels, and goods, which they shall seize and take, into such ports of England, or some other part of the British dominions, as shall be most convenient for them, in order to have the same legally adjudged by the high court of Admiralty of England, or before the judge of any other Admiralty court lawfully authorized, within the British dominions.

No. 32. In many of my answers, the sources of information are indicated. The entry of vessels, rates, dues, &c., I obtain from the customs bill of entry, and from the custom-house.

No. 33. I have before stated that reports on most of these subjects are frequently made by Parliament, and are printed for the use of the members. Two of such papers I herewith send you. They could, no doubt, be readily obtained through the legation at London, and would furnish valuable information. McCulloch's Commercial Dictionary, and the "Account of the British Empire," by the same author, are works of established character, and embrace many of the topics pointed at by the Queries. A little work by Mr. Poole of Liverpool, which herewith send, contains some interesting details of the commerce of this district, although the accuracy of some of his statistics has been questioned. Baines' History of Liverpool (Liverpool, 1853) contains a very full account of the town, its history, its docks, commerce, &c., including, also, the neighboring district.

No. 34. The Parliamentary papers above-mentioned give statistics of the vessels entered and cleared in all parts of Great Britain in the year 1852, and likewise of the vessels registered, &c.

A.

Examples of modes of ascertaining tonnage, viz: English rule for registry, English ship builders' rule, and American rule, showing difference of results.

Example 1—A clipper or sharp ship.

ENGLISH LEGAL RULE.—(See "Treatise on Ship Building," pages 79 to 82, for additional examples and diagrams.)

EXAMPLE 1.—(Clipper or sharp vessel.)

Twice midship depths and	
Foremost and aftermost depths	
	for sum of depths.
Upper and lower breadths at foremost division,	
Lower breadth and three times upper breadth at midship division,	
Upper and twice lower breadth at aftermost division	
	for sum of breadths.
Sum of breadths × sum of depths × length	
<hr/>	
3,500	= 1,609 tons for register.

SHIP BUILDERS' RULE.—(See before mentioned Treatise, pages 77, 78.)

Length — $\frac{3}{8}$ breadth × breadth × $\frac{1}{2}$ breadth,	
<hr/>	
94	= 2,147 tons.

AMERICAN RULE.—

$$\frac{\text{Length} - \frac{3}{8} \text{ breadth} \times \text{breadth} \times \frac{1}{2} \text{ breadth,}}{95} = 2,083 \text{ tons.}$$

EXAMPLE 2.—(*Full vessel.*)

ENGLISH LEGAL RULE.—

$$\frac{\text{Sum of breadths} \times \text{sum of depths} \times \text{length,}}{3,500} = 697 \text{ tons.}$$

ENGLISH SHIP BUILDERS' RULE.—

$$\frac{\text{Length} - \frac{3}{8} \text{ breadth} \times \text{breadth} \times \frac{1}{2} \text{ breadth,}}{94} = 657 \text{ tons.}$$

AMERICAN RULE.—

$$\frac{\text{Length} - \frac{3}{8} \text{ breadth} \times \text{breadth} \times \frac{1}{2} \text{ breadth,}}{95} = 650 \text{ tons.}$$

B.

Statement of tonnage of vessels measured by English and American legal rules for registry, showing differences of results.

English rule.	American rule.	Excess of English over American.	Excess of American over English.	English rule.	American rule.	Excess of English over American.	Excess of American over English.
<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1,649	2,434	-----	785 (a)	1,275	1,094	181 (c)	-----
1,609	2,083	-----	474 (a)	761	670	91 (c)	-----
384	413	-----	29 (b)	1,092	1,228	-----	136 (a)
1,235	991	244 (c)	-----	-----	-----	-----	-----

MEASURED WITH CARGOES ON BOARD FOR PAYMENT OF DOCK RATES.

1,432	1,297	135 (c)	-----	613	595	18 (c)	-----
1,484	1,207	277 (c)	-----	802	623	179 (c)	-----
1,135	1,151	-----	16 (b)	954	972	-----	28 (b)
882	810	72 (c)	-----	489	398	91 (c)	-----
1,000	968	32 (c)	-----	694	678	16 (c)	-----
761	641	120 (c)	-----	731	700	31 (c)	-----
-----	-----	-----	-----	285	308	-----	23 (b)

(a) Clipper ships.

(b) Shallow ships.

(c) Full ships.

See also note to statement of number and tonnage of foreign vessels entered in 1852 in foreign trade.

Legal rules for the admeasurement of tonnage in British ports, according to the provisions of the Merchants' Shipping Act, (17 and 18 Vic., chapter 104, and 18 and 19 Vic., chapter 91,) which came into operation May 1, 1855.

RULE 1. Throughout the following rules the tonnage deck shall be taken to be the upper deck in ships which have less than three decks, and to be the second deck from below in all other ships; and in carrying such rules into effect, all measurements shall be taken in feet and decimal fractions of feet. The tonnage of every ship to be registered (with the exceptions mentioned

in the next section) shall, previously to her being registered, be ascertained by the following rule; and the tonnage of every ship to which such rule can be applied, whether she is about to be registered or not, shall be ascertained thereby.

1. Measure the length of the ship in a straight line along the upper side of the tonnage deck, from the inside of the inner plank (average thickness) at the side of the stem to the inside of the midship stern timber or plank there, as the case may be; (average thickness;) deducting from this length what is due to the rake of the bow in the thickness of the deck, and what is due to the rake of the stern timber in the thickness of the deck, and also what is due to the rake of the stern timber in one-third of the round of the beam; divide the length so taken into the number of equal parts required by the following table:

Ships of which the tonnage deck is—

Class 1, 50 feet long or under, into 4 equal parts.

Class 2, above 50 feet long and not exceeding 120, into 6 equal parts.

Class 3, above 120 feet long and not exceeding 180, into 8 equal parts.

Class 4, above 180 feet long and not exceeding 225, into 10 equal parts.

Class 5, above 225 feet long and not exceeding into 12 equal parts.

2. Then, the hold being first sufficiently cleared to admit of the required depths and breadths being properly taken, find the transverse area of such ship at each point of division of the length, as follows: measure the depth at each point of division from a point at a distance of $\frac{1}{3}$ of the round of the beam below such deck, or, in case of a break, below a line stretched in continuation thereof to the upper side of the floor timber at the inside of the limber strake; then, if the depth at the midship division of the length do not exceed 16 feet, divide each depth into 4 equal parts; then measure the inside horizontal breadth at each of the 3 points of division, and also at the upper and lower points of the depth, extending each measurement to the average thickness of that part of the ceiling which is between the points of measurement; number these breadths from above, (*i. e.*, numbering the upper breadth one, and so on down to the lowest breadth;) multiply the 2d and 4th by 4, and the 3d by 2; add these products together, and to the sum add the 1st breadth and the 5th; multiply the quantity thus obtained by $\frac{1}{3}$ of the common interval between the breadths, and the products shall be deemed the transverse area; but, if the midship depth exceed 16 feet, divide each depth into 6 equal parts instead of 4, and measure as before directed the horizontal breadths at the 5 points of division, and also at the upper and lower points of the depth; number them from above as before, multiply the 2d, 4th, and 6th by 4, and the 3d and 5th by 2; add these products together, and to the sum add the 1st breadth and the 7th; multiply the quantity thus obtained by $\frac{1}{3}$ of the common interval between the breadths, and the product shall be deemed the transverse area.

3. Having thus ascertained the transverse area at each point of the division of the length of the ship, as required by the above table, proceed to ascertain the register tonnage of the ship in the following manner: Number the areas successively 1, 2, 3, &c., No. 1 being at the extreme limit of the length at the bow, and the last No. at the extreme limit of the length at the stern; then, whether the length be divided according to the table into 4 or 12 parts, as in classes 1 and 5, or any intermediate number, as in classes 2, 3, and 4, multiply the second and every even numbered area by 4, and the third and every odd numbered area (except the first and last) by 2; add these products together, and to the sum add the first and last if they yield anything; multiply the quantity thus obtained by one-third of the common interval between the areas, and the product will be the cubical contents of the space under the tonnage deck. Divide this product by 100, and the quotient, being the tonnage under the tonnage deck, shall be deemed to be the register tonnage, subject to the additions and deductions hereinafter mentioned.

4. If there be a break, a poop, or any other permanent closed-in space on the upper deck, the tonnage of such space shall be ascertained as follows: Measure the internal mean length of such space in feet, and divide it into two equal parts; measure at the middle of its height three inside breadths, namely, one at each end and the other at the middle of the length; then to the sum of the end breadths add four times the middle breadth, and multiply the whole sum by one-third of the common interval between the breadths; the product will give the mean horizontal area of such space. Then measure the mean height, and multiply by it the mean horizontal area; divide the product by 100, and the quotient shall be deemed to be the tonnage of such space, and shall be added to the tonnage under the tonnage deck, subject to the following provisos: 1st. That nothing shall be added for a closed-in space solely appropriated to the berthing of the crew, unless it exceeds one-twentieth of the remaining tonnage; and in case of such excess, the excess only shall be added; and, secondly, that nothing shall be added in respect of any building erected for the shelter of deck passengers, and approved by the Board of Trade.

5. If the ship has a third deck, commonly called a spar deck, the tonnage of the space between it and the tonnage deck shall be ascertained as follows: Measure, in feet, the inside length of the space at the middle of its height from the plank at the side of the stem to the lining on the timbers at the stern, and divide the length into the same number of equal parts into which the length of the tonnage deck is divided as above; measure (also at the middle of its height) the inside breadth of the space at each of the points of division, also the breadth of the stem and the breadth at the stern; number them successively 1, 2, 3, &c., commencing at the stem; multiply the second and all the other even numbered breadths by 4, and the third and all the other odd numbered breadths (except the first and last) by 2; to the sum of these products add the first and last breadths; multiply the whole sum by one-third of the common interval between the breadths, and the result will give, in superficial feet, the mean horizontal area of such space; measure the mean height of such space, and multiply by it the mean horizontal area, and the product will be the cubical contents; divide this product by 100, and the quotient shall be deemed to be the tonnage of such space, and shall be added to the other tonnage of the ship; and if the ship has more than three decks, the tonnage of each space between decks above the tonnage deck shall be similarly ascertained and be added to the tonnage of the ship.—Sections 20 and 21.

RULE 2. Ships which, requiring to be measured for any purpose other than registry, have cargo on board, and ships which, requiring to be measured for the purpose of registry, cannot be measured by the above rule, shall be measured by the following rule:

1. Measure the length on the upper deck from the outside of the outer plank at the stem to the aftside of the stern post, deducting therefrom the distance between the aftside of the stern post and the rabbet of the stern post at the point where the counter plank crosses it; measure also the greatest breadth of the ship to the outside of the outer planking or wales, and then, having

first marked on the outside of the ship on both sides thereof the height of the upper deck at the ship's sides, girth the ship at the greatest breadth in a direction perpendicular to the keel, from the height so marked on the outside of the ship, on the one side, to the height so marked on the other side, by passing a chain under the keel; to half the girth thus taken, add half the main breadth; square the sum; multiply the result by the length of the ship so taken; then multiply this product by the factor .0018 for ships built of wood, and by .0021 for ships built of iron, and the product shall be deemed the register tonnage of the ship, subject to the following additions and deductions:

2. If there be a break, a poop, or other closed-in space on the upper deck, the tonnage of such space shall be ascertained by multiplying together the mean length, breadth, and depth of such space, and dividing the product by 100, and the quotient so obtained shall be deemed to be the tonnage of such space, and shall, subject to the deduction for a closed-in space appropriated to the crew, as mentioned in rule 1, be added to the tonnage of the ship so ascertained.

RULE 3. In every ship propelled by steam, or other power requiring engine room, *an allowance shall be made for the space occupied by the propelling power*, and the amount so allowed shall be deducted from the gross tonnage, and the remainder shall be deemed to be the register tonnage of such ship; and such deduction shall be estimated as follows:

(a) As regards ships propelled by paddle wheels in which the tonnage of the space solely occupied by, and necessary for, the proper working of the boilers and machinery, is above 20 per cent. and under 30 per cent. of the gross tonnage of the ship, such deduction shall be 37-100 of such gross tonnage: and in ships propelled by screws in which the tonnage of such space is above 13 per cent. and under 20 per cent. of such gross tonnage, such deductions shall be 32-100 thereof.

(b.) As regards all other ships, the deduction shall, if the commissioners of customs and the owner do agree thereto, be estimated in the same manner; but either they or he may, at discretion, require the space to be measured and the deduction estimated accordingly; and whenever such measurement is so required, the deduction shall consist of the tonnage of the space actually occupied by, or required to be enclosed for, the proper working of the boilers and machinery, with the addition in the case of ships propelled by paddle-wheels of one-half, and in the case of ships propelled by screws of three-fourths of the tonnage of such space; and the measurement and use of such space shall be governed by the following rules, viz:

1. Measure the mean depth of the space from its crown to the ceiling at the limber strake; measure, also, 3 or, if necessary, more than 3 breadths of the space at the middle of its depth, taking one of such measurements at each end and another at the middle of the length; take the mean of such breadths; measure, also, the mean length of the space between the foremost and aftermost bulkheads or limits of its length, excluding such parts, if any, as are not actually occupied by or required for the proper working of the machinery; multiply together these 3 dimensions of length, breadth, and depth and the product will be the cubical contents of the space below the crown; then find the cubical contents of the space or spaces, if any, above the crown aforesaid, which are framed in for the machinery or for the admission of light and air, by multiplying together the length, depth, and breadth thereof; add such contents to the cubical contents of the space below the crown; divide the sum by 100 and the result shall be the tonnage of the said space.

2. If, in any ship in which the space aforesaid is to be measured, the engines and boilers are fitted in separate compartments, the contents of each shall be measured severally in like manner, according to the above rules, and the sum of their several results shall be the tonnage of the said space.

3. In the case of screw steamers in which the space aforesaid is to be measured, the contents of the shaft-trunk shall be added to and deemed to form part of such space, and shall be ascertained by multiplying together the mean length, breadth, and depth of the trunk and dividing the product by 100.

4. If, in any ship in which the space aforesaid is to be measured, any alteration be made in the length or capacity of such space, or if any cabins be fitted in such space, such ship shall be deemed to be a ship not registered until remeasurement.

5. If, in any ship in which the space aforesaid is to be measured, any goods or stores are stowed or carried in such space, the master and owner shall each be liable to a penalty not exceeding £100, (\$500.)

RULE 4. In ascertaining the tonnage of open ships, the upper edge of the upper strake is to form the boundary line of measurement, and the depths shall be taken from an athwartship line, extended from upper edge to upper edge of the said strake at each division of the length.—(Sections 20 to 24.)

I.

Statement showing the timber used in a Liverpool twelve years' ship.

	English oak.	African teak.	East India teak.	Green heart.	American rock elm.	American yellow pine.	Pitch pine.	Red pine.
	s. d.							
Keel					(a)			
Keelson	3 6	(a)	(a)	(a)				
Floors, futtocks, bowlocks, stem frame	3 6							
Stern post	4 6	(a)						
Stem	3 6							
Waterways	3 6	(a)		(a)				
Hatch combings	3 6	(a)		(a)				
Rails							(a)	(a)
Main deck poop and fore-castle						(a)		
Dead-wood, upper pieces	3 6							
lower pieces					(a)			
Outside planking—								
Plank sheers	3 6	(a)	(a)	(a)				
Topsides	3 6	(a)	(a)	(a)				
Black strakes	3 6	(a)	(a)	(a)				
Wales	3 6	(a)	(a)	(a)				
Light water marks to wales	3 6	(a)	(a)	(a)				
Keel to first futtock heads					(a)			
Inside planking—								
Limber strake	3 0	(a)	(a)	(a)				
Flat of floor	3 0	(a)	(a)	(a)				
Bilge	3 0	(a)	(a)	(a)				
Ceiling, lower hold	3 0	(a)	(a)	(a)				
Ceiling, between decks	3 0	(a)	(a)	(a)				
Sheef pieces and clamps	4 0	(a)	(a)	(a)				
Masts, spars, &c.—								
Lower masts, topmasts, topsail yards, jib-boom, spanker-boom, lower yards						(a)	(a)	(a)
All other spars of American black spruce								

(a) The letter *a* denotes the timbers that may be substituted for English oak.

Prices: Teak and green heart, 3s. 6d. to 6s. 6d. per foot; white pine, 2s. 3d.; red pine and pitch pine, 2s. 6d.

K.

Statement of cost of importing Dantzic timber.

First cost of common timber this year, 1853, 37s. *a* 42s. per load of 50 feet; (formerly it ranged from 25s. *a* 30s. per load.) Best middling timber generally commands 3s. *a* 4s. per load more than common. Crown 6s. *a* 8s. per load more than common. Sound dues about £6 per 500 loads. Freights this year from Dantzic commenced in March at 22s., advanced in August, September, and October to 35s. *a* 40s., and are now 33s. *a* 34s. per load. The usual range of freight is 13s. *a* 18s. per load. Duty 7s. 6d. per load. Insurance from 17s. 6d. *a* 8 guineas, (£8 8s.) according to the season. Dock dues 9d. per load. Town dues 6d. per load. Measuring 10s. per 1000, (string.)

L.

Statement of importation of hemp into Great Britain in the year 1852, distinguishing the countries whence imported into Liverpool, and prices on July 1, 1853, and January 1 and May 1, 1854.

No. of bales.		Prices per ton.						
		July 1, 1853.		January 1, 1854		May 1, 1854.		
INTO LIVERPOOL.			£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
Petersburg, Russia.....	3,562	Petersburg, (clean).....	36 00	to 40 00	35 10	to 36 00	72 00	-----
Riga, Russia.....	2,976	Petersburg, (outshot).....	35 00.	-----	34 00.	-----	70 00	-----
Mediterranean.....	2,625	Petersburg, (half clean)...	34 00.	-----	34 00.	-----	68 00	-----
India and China.....	72,760	Riga Rhine.....	None	-----	38 00	to 39 00	72 00	-----
United States.....	None.	Riga, (outshot).....	None	-----	37 00	to 38 00	69 00	-----
Into London.....	108,260	Riga, (pan).....	None	-----	36 00.	-----	68 00	-----
Bristol.....	18,743	East India, (Sunn).....	22 00	to 23 00	22 00	to 23 00	26 00	to 32 00
Hull.....	7,253	Jute.....	17 00	to 20 00	19 00	to 24 00	27 00	to 32 00
Clyde and Leith...	14,381	Bombay.....	20 00	to 24 00	19 00	to 25 00	35 00	to 48 00
		Manilla.....	36 00	to 46 00	36 00	to 42 00	72 00	to 80 00
		Coir rope.....	22 00	to 24 00	22 00	to 28 10	23 00	to 36 00
Total.....	230,560							

M.

Statement of comparative strength of hemp and patent wire rope, and prices of the latter.

Wire rope.		Hemp rope.		Chain.		Breaking strain of each.
Size.	Weight per fathom.	Size.	Weight per fathom.	Size.	Weight per fathom.	
<i>Inch.</i>	<i>Lbs. oz.</i>	<i>Inch.</i>	<i>Lbs. oz.</i>	<i>Inch.</i>	<i>Lbs. oz.</i>	<i>Tons. cwt.</i>
1½	2 0	2¾	2 2	1½	5 0	2 5
1¾	2 12	3½	3 4	2	9 0	3 15
2	3 6	4½	5 12	2½	16 0	5 5
2½	5 12	5½	7 8	3	19 0	7 10
3	7 12	6½	10 8	3½	22 0	10 0
3½	10 12	7½	12 12	4	30 0	13 0
4½	14 0	9	16 8	5	41 0	17 10
4¾	18 8	10	23 0	1	54 0	23 0
5½	24 0	11	30 0	1½	68 0	30 0

Prices 56s. per cwt.; if galvanized, 66s. per cwt. Made by Wilkins & Weatherly, London.

N.

Prices of sails and sail cloth at Liverpool, 1st January, 1854.

Sail cloth.—Leith extra, No. 1, 17d. per yard; No. 2, 15½d. per yard; Gourcock, extra, No. 1, 17d. per yard; No. 2, 15½d. per yard; Isle of Man, extra, No. 1, 17d. per yard; No. 2, 15½d. per yard.

Sails made up.—Leith extra, No. 1, 22d. per yard; Gourcock, extra, No. 1, 23d. per yard; Isle of Man, extra, No. 1, 22d. per yard; falling ½d. per yard each number. Points, clues, and leather, extra. Of second quality canvass, 1½d. per yard less, falling and extras the same.

O.

Statement of importation of flax into Great Britain in the year 1852, distinguishing the countries whence imported into Liverpool, and prices 1st July, 1853, and 1st January and 1st May, 1854.

Into Liverpool—		Into London.....bales..		2,059
New South Wales.....bales..	71	Bristol.....do.....		321
France.....do.....	115	Hull.....do.....		146,940
Holland.....do.....	3,348	Clyde and Leith.....do.....		23,557
Mediterranean.....do.....	1,226			
Ireland.....do.....	6,554	Total.....do.....		184,191

PRICES.

July 1, 1853.		January 1, 1854.	May 1, 1854.
	<i>Per ton.</i>	<i>Per ton.</i>	<i>Per ton.</i>
Riga—P. T. R. & C. M.	£37 to £45	£37 to £45	£50 to £54
Archangel.....	50 to 60	50 to 60	60 to 72
Egyptian.....	28 to 45	28 to 45	35 to 53
Friesland.....	30 to 50	30 to 50	40 to 60

R.

Constitution and extent of the Liverpool docks, 1853; also an account of vessels and tonnage, and of the amount received for dock dues since 1800.

Wet docks, water area, completed and in use, 178 acres; quay space, nearly 13 miles; wet docks in course of construction, 7 acres; dry docks, over 20 acres; graving docks—number not stated.

In the wet docks ships of any burden float at all states of the tide, the water being retained by gates at low water.

The dry docks (or basins) are dry at low water, and are chiefly used by coasting vessels.

Graving docks admit and exclude water at pleasure, and are for ships needing repairs, during which they are kept perfectly dry, and when completed are floated out by admitting the tide.

The docks are all constructed on property belonging to the dock trustees, who are a corporation existing under various acts of Parliament, and in whom is vested the whole of the dock estate. The affairs of the estate are managed, solely for the benefit of the public, by a committee of twenty-four gentlemen, twelve of whom are selected by the common council of the borough out of their own body, and twelve by and out of the body of dock-rate payers. Whenever there is any considerable surplus revenue, after providing for current expenses and the interest of money borrowed, it is applied to the reduction of the dock rates.

The management of the ships in dock is under the superintendence of two harbor masters. To each dock is appointed a dock master, whose duty it is to attend to the vessels in dock, allot them berths, and provide them, in turn, with quay accommodation for receiving or discharging their cargoes.

Account of dock dues received and of vessels and tonnage entered.

Year.	Vessels.	Tonnage.	Dock dues.		Year.	Vessels.	Tonnage.	Dock dues.	
			£	s. d.				£	s. d.
1800-----	4,746	450,060	23,379	13 6	1827-----	9,592	1,225,313	134,472	14 3
1801-----	5,060	459,713	28,365	8 2	1828-----	10,703	1,311,111	141,369	15 7
1802-----	4,781	510,691	28,192	9 10	1829-----	11,383	1,387,957	147,327	4 11
1803-----	4,791	494,521	28,027	13 7	1830-----	11,214	1,411,964	151,359	15 4
1804-----	4,291	448,761	28,157	0 11	1831-----	12,537	1,592,436	183,455	4 3
1805-----	4,618	463,482	33,364	13 1	1832-----	12,928	1,540,057	170,047	6 11
1806-----	4,676	507,825	44,560	7 3	1833-----	12,964	1,590,461	182,980	16 4
1807-----	5,791	662,309	62,831	5 10	1834-----	13,444	1,692,870	191,729	17 8
1808-----	5,225	516,836	40,638	10 4	1835-----	13,941	1,768,426	198,637	18 9
1809-----	6,023	594,601	47,580	19 3	1836-----	14,959	1,947,613	221,194	0 0
1810-----	6,729	734,391	65,782	1 0	1837-----	15,038	1,958,984	173,853	0 0
1811-----	5,616	611,190	54,752	18 5	1838-----	14,820	2,026,206	146,290	0 0
1812-----	4,599	446,788	(a)44,403	7 11	1839-----	15,445	2,158,691	156,555	0 0
1813-----	5,346	547,426	(a)50,177	13 2	1840-----	15,998	2,445,708	178,196	0 0
1814-----	5,706	548,957	(a)59,741	2 4	1841-----	16,108	2,425,461	175,506	0 0
1815-----	6,440	709,849	(b)76,915	8 8	1842-----	16,468	2,425,319	177,231	0 0
1816-----	6,888	754,243	92,646	10 9	1843-----	16,606	2,445,272	188,286	0 0
1817-----	6,079	653,425	75,889	16 4	1844-----	18,411	2,632,712	185,164	0 0
1818-----	6,779	751,690	98,538	8 3	1845-----	20,521	3,016,531	223,247	0 0
1819-----	7,849	867,318	110,127	1 8	1846-----	19,951	3,096,444	213,423	0 0
1820-----	7,276	805,033	94,412	11 10	1847-----	20,889	3,351,539	244,435	0 0
1821-----	7,810	839,848	94,556	9 1	1848(c)----	20,311	3,284,963	197,617	0 0
1822-----	8,136	892,902	102,403	17 4	1849-----	20,733	3,639,146	224,224	0 0
1823-----	8,916	1,010,819	115,783	1 6	1850(d)----	20,457	3,536,337	211,743	0 0
1824-----	10,001	1,180,914	130,911	11 6	1851-----	21,071	3,737,066	235,527	0 0
1825-----	10,837	1,223,820	128,694	19 1	1852-----	21,473	3,912,506	246,686	0 0
1826-----	9,601	1,228,318	131,000	19 0	1853-----	20,490	3,889,981	256,702	0 0

(a) American war.

(b) Peace with America and France.

(c) Dock dues reduced about £40,000 per annum on cotton, &c.

(d) Short crop of cotton this year.

BIRKENHEAD.

At Birkenhead, on the opposite side of the Mersey, extensive docks are in course of formation, which, when completed, will add about 140 acres to the dock accommodation of the Mersey; about seven acres are in use. These docks are the property of an incorporated company, and are managed by a committee of thirteen, part being chosen by and from the company, and part by and from the rate payers. At Garston, about seven miles from Liverpool, on the Mersey, a large dock has lately been constructed for the shipment of coal. It is also owned by a company.

X.

Number and tonnage of North American vessels built, 1852, and registered at Liverpool ; showing, also, the proportion under 50 tons and over 20 tons and so on.

Place where built.	Under 50 and over 20 tons.	Under 100 and over 50 tons.	Under 200 and over 100 tons.	Under 300 and over 200 tons.	Under 400 and over 300 tons.	Under 500 and over 400 tons.	Under 600 and over 500 tons.	Under 700 and over 600 tons.	Under 800 and over 700 tons.	Under 900 and over 800 tons.	Under 1 000 and over 900 tons.	Over 1,000 tons.	Total.	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons.
St. John, N. B.						2			2	1	3	8	16	15,566
Portland, N. B.												2	2	2,537
Other places in New Brunswick.					1		1			2	2	2	8	6,976
Miramichi.		1	1		1	1					1	1	6	2,966
Quebec.						1		1		1	2	3	8	7,441
Blelhibucto.						1				1		1	3	2,669
Nova Scotia.		1	7	1	1				2				12	3,196
Prince Edward's Island.			2	1	1			1					5	1,490
Total.													60	42,841

A, A.(a)

Statement of the estimated number of seamen in British merchant service within the district of the consulate at Liverpool, 1852, and of the proportion employed in foreign and coasting trades.

Port or place.	Aggregate.	Proportion in foreign trade.	Proportion in coasting trade.
Liverpool.	20,000	18,000	2,000
Aberystwith.	920	100	820
Beaumaris.	1,380	100	1,280
Caernarvon.	1,400	80	1,320
Whitehaven.	1,560	300	1,260
Workington.	850	200	650
Maryport.	840	150	690
Chester.	340	50	290
Lancaster.	370	100	270
Fleetwood.	150	50	100
Preston.	360		360
Isle of Man.	770		770
Total.	28,940	19,130	9,810

(a) Transferred for printing.

Y.

Statement showing the number and tonnage of vessels registered as belonging to each port of district, on 31st December, 1850 and 1852, respectively, (from Parliamentary paper.)

Port or place.	1850.		1852.	
	Vessels.	Tons.	Vessels.	Tons.
Aberystwith sailing..	213	12,458	239	15,218
Beaumaris sailing..	257	20,624	253	20,912
Caernarvon sailing..	219	13,635	421	27,270
Do..... steamers..	1	88	1	88
Chester..... sailing..	116	6,286	117	5,991
Do..... steamers..	5	311	7	509
Fleetwood sailing..	15	560	22	1,333
Do..... steamers..	3	739	5	904
Lancaster sailing..	87	6,221	90	7,412
Do..... steamers..	2	176	4	406
Liverpool sailing..	1,615	503,224	1,861	613,505
Do..... steamers..	93	11,411	108	19,980
Maryport..... sailing..	130	28,456	115	17,163
Do..... steamers..	1	15	2	34
Preston..... sailing..	122	6,957	123	7,245
Do..... steamers..	6	541	8	641
Whitehaven..... sailing..	215	34,155	201	32,661
Do..... steamers..	5	974	5	909
Workington sailing..	102	18,510	97	18,057
Do..... steamers..			1	18
Isle of Man..... sailing..	352	10,286	342	9,878
Do..... steamers..	4	829	3	730
Powllhell sailing..	190	12,512		
Total sailing vessels.....	3,633	673,884	8,881	776,645
Total steamers.....	120	15,084	144	24,219
Total	3,753	688,968	4,025	800,864

B, B.

Statement of shipment and discharge of seamen at the Liverpool Sailor's Home.

MEN SHIPPED.				MEN DISCHARGED.			
Year.	Vessels.	Tons.	Men.	Year.	Vessels.	Tons.	Men.
1851.....	2,775	948,038	32,533	1851.....	1,140	350,880	12,087
1852.....	2,735	1,008,589	35,379	1852.....	2,298	866,662	26,510

Staff of Liverpool Sailor's Home.—1 shipping master; 1 cashier; 2 examiners; 6 deputy shipping masters; 3 pier-head masters; 1 registrar; 11 clerks; 7 shipping officers; 4 doorkeepers; 6 boys.

D, D.

Statement of master of Liverpool Industrial Schools respecting pauper children trained for seamen.

QUERY.	REPLY.
Do many of the boys become seamen?	We sent 18 last year, (1852,) and 22 this year, (1853.)
Do they attain to any degree of proficiency under training at the school?	Yes! They soon become very expert in climbing, reefing, unreefing, furling sails, and in gaining a knowledge of the parts of the vessels, ropes, &c.
Before leaving the school to go to sea, are they taught navigation, or anything to fit them for the higher branches of their profession?	No! Many of the boys sent were from the lower classes in the school, consequently unfit for learning navigation. They were selected more for size and age than for any knowledge they possessed.
Is any influence used to induce them to become seamen?	No! I believe two-thirds of the boys would volunteer to become seamen.

A, A, A, 1.

Steamers in merchant service in district of consulate at Liverpool, 1852, in foreign trade.

[Compiled from Customs documents.]

Port or place.	Ocean.		Sea-going.		Total.		Paddle wheel.		Screw propeller.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Liverpool (a).....	20	11,819	-----	-----	(b)20	11,819	4	2,532	16	9,287

(a) These statements of the number and tonnage of steamers in foreign and coasting trades of Liverpool give little idea of the number actually engaged in those trades. The Cunard and many large steamers in foreign trade are registered at Glasgow and other ports. The large fleet of the City of Dublin Company in the coasting trade are registered at Dublin, and others at Cork, Belfast, and other Irish ports, and Glasgow.

(b) See note to statement of British vessels entered foreign, "teamers," p. 551.

A, A, A, 2.

Steamers in merchant service in district of consulate at Liverpool, 1852, in coasting trade.

Port or place.	Sea-going.		River.		Others.		Total.		Paddle wheel.		Screw propeller.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Liverpool(a).....	25	4,282	17	1,110	12	748	54	6,140	52	5,818	2	322
Chester.....	2	324	-----	-----	-----	-----	3	342	3	342	-----	-----
Fleetwood.....	-----	-----	-----	-----	5	904	5	904	5	904	-----	-----
Lancaster.....	1	160	-----	-----	1	200	2	360	2	360	-----	-----
Maryport.....	-----	-----	-----	-----	2	34	2	84	2	34	-----	-----
Preston.....	-----	-----	-----	-----	3	505	3	505	3	505	-----	-----
Whitehaven.....	-----	-----	-----	-----	6	909	6	909	6	909	-----	-----
Isle of Man.....	3	730	-----	-----	-----	-----	3	730	3	730	-----	-----
Total.....	-----	-----	-----	-----	-----	-----	(b)78	9,924	-----	-----	-----	-----

(a) See note above.

(b) See note above.

A, A, A, 3.

Steamers in merchant service in district of consulate at Liverpool, 1852, internal trade.

[Compiled from Customs documents.]

Port or place.	River.		Ferry.		Others.		Paddle wheel.		Screw propeller.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Liverpool	10	407	24	1,521	-----	-----	34	1,928	-----	-----
Caernarvon	1	88	-----	-----	-----	-----	1	88	-----	-----
Chester	5	167	-----	-----	-----	-----	2	46	-----	-----
Preston	5	145	-----	-----	-----	-----	5	146	-----	-----
Total	-----	-----	-----	-----	-----	-----	42	(a) 2,208	-----	-----

(a) See note to statement of British vessels entered foreign "steamers."

A, A, A, 4.

Sailing vessels in merchant service, in 1852, in foreign trade.

Port or place.	Under 50 and over 20 tons.	Under 100 and over 50 tons.	Under 200 and over 100 tons.	Under 300 and over 200 tons.	Under 400 and over 300 tons.	Under 500 and over 400 tons.	Under 600 and over 500 tons.	Under 700 and over 600 tons.	Under 800 and over 700 tons.	Under 900 and over 800 tons.	Under 1,000 and over 900 tons.	Over 1,000 tons.
Liverpool	-----	55	226	254	218	146	103	82	76	69	50	71

A, A, A, 5.

Class of vessels, number and tonnage of each class.

Ships.		Barques.		Brigs.		Brigantines.		Schooners.		Snows.		Polaccas.		Total.	
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
483	335,760	474	181,513	146	29,356	77	11,674	96	10,862	73	15,660	1	164	1350	584,989

A, A, A, 6.

Sailing vessels in merchant service, in 1852 in coasting trade.

Liverpool: Under 50 and over 20 tons, 104; under 100 and over 50 tons, 114; under 200 and over 100 tons, 13.
Total, 231.

A, A, A, 7.

Class of vessels, number and tonnage of each class.

Brigs.		Brigantines.		Schooners.		Sloops.		Ketches.		Snows.		Galliot.		Barges.		Total.	
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
3	343	10	983	104	7,040	110	4,341	1	105	1	141	1	58	1	105	231	13,045

A, A, A, 8.

Sailing vessels in merchant service, in 1852, in internal service.

[Compiled from Customs documents.]

Liverpool: Under 50 and over 20 tons, 92; under 100 and over 50 tons, 159; under 200 and over 100 tons, 2; under 600 and over 500 tons, 2. Total, 255.

A, A, A, 9.

Class of vessels; number and tonnage of each class.

Flats (a)		Sloops.		Luggers.		Total.	
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
231	13,462	23	1,116	1	34	255	14,612

(a) Vessels for navigating canals.

A, A, A, 10.

Sailing vessels in merchant service, in 1852, in foreign, coasting, and internal trades.

[From Parliamentary papers.]

Ports or places.	Under 50 tons.		Above 50 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Aberystwith(a) -----	120	3,947	119	11,271	239	15,218
Beaumaris(b) -----	135	4,132	118	16,870	253	21,002
Caernarvon(c) -----	177	5,697	244	21,573	421	27,270
Chester(d) -----	57	2,092	60	3,899	117	5,991
Fleetwood(e) -----	17	523	5	805	22	1,325
Lancaster(f) -----	32	1,114	58	6,298	90	7,412
Maryport(g) -----	21	596	94	16,869	115	17,465
Preston(h) -----	78	2,933	45	4,312	123	7,245
Whitehaven(i) -----	15	430	186	22,231	201	32,661
Workington(k) -----	3	88	94	17,969	97	18,057
Isle of Man(l) -----	304	7,023	38	2,853	342	9,878
Liverpool(m) -----						

(a) All coasting vessels.

(b) About 20 vessels in foreign trade, the remainder coasters.

(c) Not more than 12 vessels in foreign trade, the remainder coasters.

(d) The greater part in internal trade, the remainder in coasting trade.

(e) One or two in foreign trade exclusively.

(f) Several, probably 12, in foreign timber trade; the remainder coasters.

(g) A few in foreign trade, remainder in coasting trade; principally the coal trade to Ireland.

(h) Mostly in coasting trade.

(i) About 50 vessels in foreign trade, remainder in coasting trade.

(k) About two-thirds of tonnage engaged in foreign trade of other ports.

(l) A large part engaged in fishing, others in coasting.

(m) See statements A, A, A, 4, 5, 6, 7, 8, 9.

B, B, B.

The number of vessels in the employ of the Leeds and Liverpool Canal Company, on the Leeds and Liverpool canal, the Leigh branch, and the Douglas navigation, is stated by the manager, Mr. Tatham, to be about 985. The tonnage of each is, on the average, about 60 tons, being an aggregate of about 59,100 tons.

C, C, C.

Canals wholly or partly within the district of the consulate at Liverpool, 1852.

[Compiled from Fenny Cyclopædia, McCulloch, and maps.]

	<i>Miles.</i>
(a) 1. Ashton-under-Lyne, connecting towns of Manchester and Ashton, with branches to Oldham and Stockport, (3)-----	14½
2. Birmingham and Liverpool, commencing in Staffordshire and Worcestershire canal and terminating in Chester canal, (18)-----	39
3. Bridgewater canal, commences at Manchester and terminates in the Mersey, at Runcorn, with a branch to Leigh, (11 miles)-----	38½
4. Lancaster, commencing at Kirby-Kendal, in Westmoreland, and terminating in Leeds and Liverpool canal, near Wigan, (14)-----	76
5. Leigh branch of Leeds and Liverpool, (14)-----	7
6. Macclesfield, commencing in Peak Forest canal and terminating in Trent and Mersey, (11)-----	29½
7. Manchester and Bolton, with branch to Bury-----	15
8. Rochdale, from Rochdale to Bridgewater canal, at Manchester, (3)-----	31½
9. Sankey Brook navigation, from St. Helen's to the river Mersey, at Runcorn gap-----	15½
10. Shrewsbury canal, from Shrewsbury to Birmingham and Liverpool canal, (2)-----	17
11. Trent and Mersey, commencing in the river Trent, near Litchfield, and terminating in the Bridgewater canal, (3)-----	93
12. Ulverstone, connects town of Ulverstone with Morecombe bay-----	1½
Total wholly within district-----	377¾
13. Huddersfield, begins at Huddersfield and terminates in Ashton canal, (1) 19¾ miles—within consulate-----	8
14. Leeds and Liverpool, commencing at Leeds and terminating at Liverpool, with branches to Leigh and Wigan, (—) 134 miles—within consulate-----	100
15. Peak Forest, from Ashton canal (1) to Peak Forest, 14 miles—within consulate-----	8
16. Rochdale, from Rochdale to Bridgewater canal, (3) 31½ miles—within consulate-----	20
17. Staffordshire and Worcestershire, commences in river Severn, ends in Trent and Mersey canal, (11) 46½ miles—within consulate-----	40
Canals within consulate-----	553¾
18. Ellesmere and Chester commences in the tideway of the Mersey, at Ellesmere port, and terminates in the Montgomery canal, with branches-----	75
Total miles within consulate-----	628

(a) By reference to the numbers, the connexion of the several canals with Liverpool will be seen.

D, D, D, 1.

Number and tonnage of British sailing vessels entered, in 1852, in foreign trade.

[Compiled from daily reports in Liverpool Customs bill of entry and Parliamentary papers.]

DISTRICT OF CONSULATE AT LIVERPOOL.

Port or place.	Under 50 and over 20 tons.		Under 100 and over 50 tons.		Under 200 and over 100 tons.		Under 300 and over 200 tons.		Under 400 and over 300 tons.		Under 500 and over 400 tons.		Under 600 and over 500 tons.		Under 700 and over 600 tons.		Under 800 and over 700 tons.		Under 900 and over 800 tons.		Under 1,000 and over 900 tons.		Over 1,000 tons.		Total.	
	No.		No.		No.		No.		No.		No.		No.		No.		No.		No.		No.		No.		No.	Tons.
Liverpool.....	16		317		613		423		286		142		130		111		113		110		78		94		2,433	(a) 903,048
Aberystwith.....																									13	(b) 2,229
Beaumaris.....																									13	(c) 5,854
Caernarvon.....																									27	(d) 3,940
Chester.....																									7	(d) 1,697
Fleetwood.....																									28	(d) 11,336
Lancaster.....																									36	(e) 9,240
Maryport.....																									18	(d) 3,577
Preston.....																									15	(f) 2,294
Whitehaven.....																									24	(d) 4,697
Workington.....																									9	(c) 1,845
Isle of Man.....																									9	(g) 1,544
Total.....																									2,632	951,301

(a) More than two-fifths of this tonnage was entered from the British colonies.

(b) All but 96 tons from British colonies.

(c) All from British colonies.

(d) Nearly all from colonies.

(e) Four-fifths from colonies.

(f) 1,072 tons from colonies.

(g) Only 176 tons from colonies

D, D, D, 2.

Number and tonnage of British vessels (steamers) entered, in 1852, in foreign trade.

[Compiled from daily reports in Liverpool Customs bill of entry.]

DISTRICT OF CONSULATE AT LIVERPOOL.

Port or place.	Ocean.		Others.		Paddle wheel.		Screw propeller.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Liverpool.....	238	(a) 140,914			(b) 100	73,280	(c) 132	67,639	238	140,914

(a) It should be remarked that the English rule for measuring steamers produces little more than half the tonnage produced by the American mode.—(See note to statement of foreign vessels entered foreign.)

(b) Number of men, 6,481.

(c) Number of men, 4,210.

E, E, E, 1.

Number and tonnage of British sail vessels cleared in 1852—Foreign.

[From Parliamentary papers.]

DISTRICT OF CONSULATE AT LIVERPOOL.

Port or place.	For British colonies.		Other foreign ports.		Total.	
	No.	Tonnage.	No.	Tons.	No.	Tons.
Liverpool	909	398,601	2,006	582,349	2,915	980,950
Aberystwith	5	1,073	4	305	9	1,378
Beaumaris	12	2,624	6	1,291	18	3,915
Caernarvon	17	2,922	72	5,708	89	8,630
Chester			2	166	2	166
Fleetwood	5	2,390	4	1,304	9	3,694
Lancaster	15	5,725	6	1,987	21	7,712
Maryport	10	2,348	14	2,070	24	4,418
Preston	2	354	4	600	6	954
Whitehaven	17	3,805	1	216	18	4,021
Workington	4	880	1	151	5	1,031
Isle of Man			1	219	1	219
					3,117	1,017,088

E, E, E, 2.

Number and tonnage of British vessels (steamers) cleared in 1852—Foreign.

DISTRICT OF CONSULATE AT LIVERPOOL.

Port or place.	For British colonies.		For other foreign ports.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Liverpool	3	4,060	238	145,040	241	149,100

E, E, E, 3.—*Number and tonnage of foreign vessels (sail vessels and steamers) cleared in 1852 in foreign trade.*

DISTRICT OF CONSULATE AT LIVERPOOL.

Port or place.	Steamers.		Sail vessels.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Liverpool, vessels of the United States.....	26	72,476	624	534,339	650	606,815
other foreign countries.....			938	212,683	938	212,683
Aberystwith .....do.....			1	155	1	155
Beaumaris, vessels of the United States.....			5	1,845	5	1,845
Caernarvon, other foreign countries.....			1	26	1	26
Chester.....do.....			9	977	9	977
Fleetwood .....do.....			5	1,671	5	1,671
Lancaster .....do.....						
Preston .....do.....			1	98	1	98
Isle of Man.....do.....			24	2,389	24	2,389
Total.....					1,634	826,659

E, E, E, 4.—*Number and tonnage of foreign vessels entered from foreign ports (including British colonies) in 1852; distinguishing each nation, and the number under 100 tons, under 200 and over 100 tons, and so on.*

[Compiled from daily reports in Liverpool Customs Bill of entry.]

DISTRICT OF THE CONSULATE AT LIVERPOOL.

SAILING AND STEAM VESSELS.

Of what country.	SAILING AND STEAM VESSELS.											Steamers.		Total.	
	Under 100 and over 50 tons.	Under 200 and over 100 tons.	Under 300 and over 200 tons.	Under 400 and over 300 tons.	Under 500 and over 400 tons.	Under 600 and over 500 tons.	Under 700 and over 600 tons.	Under 800 and over 700 tons.	Under 900 and over 800 tons.	Under 1,000 and over 900 tons.	Over 1,000 tons.				
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons.	No.	Tons.
Belgium	12	70	25											107	17,121
Holland	15	39	7	3	2	4	10	7	3					90	26,106
Hanse Towns.....	3	11	19	4	1	2	3	1						44	11,905
Austria	3	11	19	29	10	1								73	21,088
Spain	23	41	15	4	1	1								85	13,219
Prussia.....	2	23	13	16	11	8	2							75	23,099
Russia	3	18	7	13	9	3	1							54	15,268
Sweden and Norway	5	27	9	4	6	2								53	11,077
Denmark.....	23	41	11	4	2	1								82	11,823
France.....	18	12	5											35	3,826
Turkey		1	4	9	3	1								18	6,008
Portugal	2	15	2		1									20	3,379
Naples and Sicily.....		9	3	1										13	2,430
Mecklenburg, Oldenburg, West-															
phalia, &c.....	1	10	9											20	3,548
Sardinia.....		4	2											6	1,120
Greece			2											3	527
Egypt			1											1	280
Brazil.....		1	2											3	580
Honduras			1				1							2	908

E, E, E, 4—Continued.

Of what country.	SAILING AND STEAM VESSELS.													Steamers.		Total.	
	Under 100 and over 50 tons.	Under 200 and over 100 tons.	Under 300 and over 200 tons.	Under 400 and over 300 tons.	Under 500 and over 400 tons.	Under 600 and over 500 tons.	Under 700 and over 600 tons.	Under 800 and over 700 tons.	Under 900 and over 800 tons.	Under 1,000 and over 900 tons.	Over 1,000 tons.						
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons.	No.	Tons.		
Montevideo, & -----		1		1										2	547		
Chile -----		1							1					2	1,001		
United States -----			6	16	30	83	82	105	91	60	188	26	(a)72,476	687	637,746		
Total foreign vessels entered at Liverpool -----														1,475	812,606		

Entered at other ports of the district.

	No.	Tons.		No.	Tons.
Caernarvon, of all countries foreign -----	1	26	Workington, of all countries foreign -----	1	112
Chester -----do-----	12	1,671	Isle of Man -----do-----	35	3,658
Fleetwood -----do-----	4	1,338	Beaumaris -----do-----	5	1,845
Lancaster -----do-----	5	531	Liverpool, as per table above -----	1,475	812,606
Preston -----do-----	2	272	Total foreign vessels entered in district -----	1,540	822,059

(a) The tonnage of these steamers, by the English mode of measuring steamers, is only 36,379 tons.

H, H, H.—Coasting freights from Liverpool.

GLASGOW.—Iron -----	12s. 6d. per ton.	DUBLIN.—Bale and measurement goods -----	4d. per foot.
Pig iron -----	15s. per ton.	Iron, grain, &c. -----	10s. to 12s. per ton.
Bale goods -----	12s. per ton.	Cattle -----	6s. to 10s. each.
Flour -----	1s. 4d. per barrel.	Sheep -----	2s. each.
Cotton, American -----	15s. per ton.	Lambs -----	1s. 6d. each.
Cotton, East India -----	12s. 6d. per ton.	BELFAST.—Bales, boxes, and other measure-	
DUMFRIES.—Ashes -----	6d. per cwt.	ment goods -----	4d. per foot.
Apples -----	1s. 3d. per barrel.	Sheet iron and iron wire -----	12s. 6d. per ton.
Bale goods -----	3d. per foot.	Iron bars -----	8s. per ton.
Flour -----	1s. per barrel.	Cotton -----	15s. per ton.
Hardware -----	10s. per ton.	WATERFORD.—Bales and boxes -----	4d. per foot.
Iron -----	7s. 6d. per ton.	Grain -----	10s. per ton.
Corn -----	9s. per ton.	Iron -----	12s. per ton.
Timber -----	4d. per foot.	Cattle -----	6s. to 10s. each.
WHITEHAVEN.—Ashes -----	2s. per barrel.	Sheep -----	2s. each.
American tar -----	1s. per barrel.	Lambs -----	1s. 6d. each.
Bale and measurement goods -----	2½d. per foot.	DROGHEDA.—To, bale goods -----	3d. per foot.
Cordage -----	9s. per ton.	From, bale goods -----	4d. per foot.
Hemp, &c. -----	10s. per ton.	Iron, &c. -----	10s. per ton.
Iron -----	5s. per ton.	Flax -----	10s. per ton.
CARLISLE.—Iron -----	12s. per ton.	Sheep -----	1s. 10d. each.
Cannel coal -----	12s. per ton.	Lambs -----	1s. each.
American cotton -----	12. 6d. per ton.	Cattle -----	4s. 6d. to 8s. 6d. each.
Indian corn -----	2s. 4d. per 480 lbs.	Horses -----	6s. to 20s. each.

For Newport and Cardiff rates, see papers G, G, G.

I, I, I.—An account of the quantities of coal shipped coastwise, in 1851 and 1852, at the several ports of the district of the Liverpool consulate.

Port or place.	1851.	1852.
	<i>Tons.</i>	<i>Tons.</i>
Liverpool	114,274	105,335
Whitehaven	217,267	215,533
Maryport	196,576	222,072
Chester	101,044	85,772
Preston	41,782	37,539
Fleetwood	9,422	8,611
Lancaster	5,112	3,852
Workington	95,703	85,014
Total	781,180	763,728

K, K, K.—Light dues.

Lights.	British and privileged vessels per ton.	Foreign unprivileged vessels per ton.
<i>English channel.</i>		
Forelands	1 farthing	1 halfpenny
Goodwin	1 halfpenny	1 penny
Dungeness	1 farthing	1 halfpenny
Beechy Head	1 farthing	1 halfpenny
Needles	1 halfpenny	1 penny
<i>Bristol and St. George's channels.</i>		
Smalls	1 penny	2-pence
Milford	1 farthing	1 penny
South Bishop		
Bardsey	1 farthing	1 farthing
South Stack	1 farthing	1 halfpenny
Skerries	1 penny	2-pence
<i>Irish lights.</i>		
For each light passed	1 farthing	1 halfpenny
<i>Northern lights.</i>		
For each time of passing (except Bell Rock)	1 halfpenny	1 penny
Bell Rock	1 penny	2-pence

NOTES.

The duties are payable for each light, each time of passing, except for that of Bardsey light, which is payable once only for the whole voyage.

A vessel would pay for such of the above mentioned lights as she would need to pass to reach her port. To Liverpool generally the charge would be : English general coast lights, (a) each time of passing, per ton, $2\frac{3}{4}d.$ less $\frac{1}{4}$; Irish lights, (a) each time, per ton, $3\frac{1}{4}d.$, less 20 per cent. on over-sea traders. (a)

For a full account of light and lights dues, see McCulloch, page 806, and supplement, 1453.

(a) After January 1, 1854, the tolls for light-houses were ordered to be reduced as follows : "That is to say, until her Majesty, with the advice of her privy council, may see fit otherwise to determine, there shall be allowed to every person paying such tolls an abatement or discount upon the amount payable by him ; which abatement or discount shall, in the case of every over-sea vessel, be 25 per cent., and in the case of every coasting vessel, 10 per cent.

For local charges of the various ports, see "Directory of British port charges." See, also, paper "N, N, N," of usual charges on a 500 ton ship at Liverpool.

N, N, N.

Charges at Liverpool on a ship of five hundred tons from United States and westward generally.

INWARDS.			OUTWARDS.		
	£	s. d.		£	s. d.
Pilotage, 17 feet, at 9s.-----	7	13 0	Loading cargo, supposing ship to carry 750 tons, (from 11d. to 1s. per ton,) say 1s. per ton-----	37	10 0
Row-boat hire in the river and warping into dock-----	1	5 0	Lights, 5 $\frac{3}{4}$ d. per ton-----	11	19 7
Lights, 5 $\frac{3}{4}$ d. per ton-----	11	19 7	Pilotage, 17 feet, at 4s.-----	3	8 0
Dock dues, 1s. 4 $\frac{1}{2}$ d. per ton-----	34	7 6	Clearance-----	1	1 0
Discharging cargo, if a mixed or general one, about (according to agreement)-----	20	0 0			
	75	5 1		53	18 7

BALLAST.—The description of ballast most commonly in use, and adopted respectively, according to the nature of the cargo, are stone ballast, costing generally about 2s. 6d. per ton. Copper dross, 5s. 6d. per ton. Iron kentledge (according to price of iron) now about £3 10s. per ton at ship's side. Charge for loading, (including trimming in ship's hold,) and also for landing, is about 8d. per ton, each wharf, and from ordinary ships in a proper berth.

When a ship comes to port she gets comparatively little for either stone ballast or copper dross; indeed, when the supply of the former is plentiful, which it frequently is from so many cotton ships frequenting the port, the dealers will hardly take it away for nothing. Vessels discharging in the Albert dock are supplied by the dock masters with the temporary use of iron kentledge on the following terms: For first two weeks, including shipping and receiving back, 1s. per ton, and for every week thereafter, 2d. additional; any deficiency to be paid for at the rate of £5 per ton.

R, R, R.

An account of the quantities of wheat and wheat flour (stated as quarters of wheat) imported into the United Kingdom, during each of the ten years ending 1852, exhibiting the quantities brought from each country.

COUNTRY.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.
Russia	33,668	104,526	33,781	201,850	850,587	523,138	599,556	638,613	699,684	733,734
Sweden and Norway	678	10,782	679	218	8,647	5,346	6,494	356	6	546
Denmark	69,864	94,499	74,170	61,563	73,568	191,787	243,213	162,207	168,768	218,834
Prussia	659,503	551,015	424,539	360,881	492,928	528,156	618,690	835,650	696,175	452,292
Hanse Towns, Oldenburg, Hanover, and Mecklenberg	126,521	108,922	154,271	126,572	154,839	532,591	498,984	380,941	264,721	179,631
Holland	858	11,772	1,614	473	1,180	163,978	308,482	293,465	66,414	124,963
Belgium	3,131	44,875	35,809	73,774	179,259	320,010	742,023	1,145,146	1,193,433	459,418
Spain	1	11	4,016	74,041	24,700	917	498	2,186	115	6,321
Italy	5,206	80,280	57,403	194,256	64,850	83,170	281,530	117,323	241,852	65,103
Malta	3,155	6,163	4,120	11,099	46,251	8,576	9,049	10,596	10,585	17,106
Greece			3,240	11,595		4,129	61,136	6,292	165	
Turkey, (including Egypt, Syria, Moldavia, and Wallachia)	14,899	44,790	7,030	41,557	266,779	40,340	295,542	382,793	873,130	533,524
Cape of Good Hope		83	2	87	2	2	1			1
East Indies	3,624	2,303	1,204	361	203	2,755	2,028	690	22	
Australia	1,292	4,210	14,035	20,346	13,690	5,559	15,699	14,584	104	
British North American colonies	113,446	228,069	229,349	327,105	398,793	186,254	142,295	80,394	129,680	110,033
United States	26,000	85,853	93,622 (a)	808,178	1,834,142	296,102	617,131	537,030	911,855	1,231,894
All other parts	2,674	8	2,090	24,122	16,250	11,023	26,830	19,812	4,656	5,272
Total imports	1,064,520	1,378,161	1,140,974	2,338,078	4,426,668	2,883,833	4,469,181	4,628,078	5,261,365	4,138,672

(a) Corn law repealed.

S, S, S.

Number and tonnage of vessels of the United States arriving in Liverpool during each of the twelve years ending with 1853, and also the number that arrived from ports not in the United States in each year since the repeal of the English navigation laws.

Year.	Ships.	Tonnage.	Year.	Ships.	Tonnage.
1842.....	467	265,194	1848.....	633	442,956
1843.....	547	318,357	1849.....	614	423,860
1844.....	493	269,852	1850 (b).....	568	479,225
1845.....	578	347,526	1851.....	673	604,210
1846 (a).....	515	303,451	1852.....	687	637,746
1847.....	667	406,641	1853.....	687	646,425

(a) Corn law repealed in England.

(b) Navigation law repealed in England.

Vessels arriving from ports not in United States.

Year.	Vessels.
1850.....	23
1851.....	68
1852.....	66
1853.....	95

T, T, T.

Prices of boats for a vessel of from 800 to 1,200 tons, carrying passengers.

Boats.	Size.	Price in sterling money.
Life boats.....	26 feet long, 6 feet 9 inches broad, 2 feet 8 inches deep---	£28 each net.
Long boat.....	26 feet long, 8 feet 6 inches broad, 3 feet 6 inches deep---	
Pinnace or yawl....	24 feet long, 6 feet 8 inches broad, 2 feet 6 inches deep---	28s. per foot.
Cutter.....	18 feet long, 5 feet 6 inches broad, 2 feet 2 inches deep---	18s. per foot.
		15s. per foot.

U, U, U.

Insurance of vessels.

[Rates June 30, 1854.]

To Australia	40s. to 60s. per cent.	||	To Rio de Janeiro.....	25s. to 40s. per cent.
China, Canton.....	45 to 60 “	||	New York, summer.....	30 to 40 “
Shanghai.....	50 to 70 “	||	winter.....	40 to 60 “
Bombay	35 to 50 “	||	New Orleans, summer.....	35 to 50 “
Mediterranean.....	25 to 40 “	||	winter.....	40 to 60 “

The above quotations are all for ships taking general cargoes; ships with cargoes of iron and coal are much higher, those with iron being also limited to register tonnage.

The lowest rates are for ships classing generally not less than ten years A 1, and not over 1,000 tons register; ships of a lower class are charged 5s. to 10s. extra; an increase also being made for ships, say 1,500 tons, and still more if 2,000 tons. This will explain the variations in the rates; at the same time much depends on the character of the owners, some invariably paying less than the current rates, while some are compelled to send their insurances abroad, being rejected altogether.

First rate American ships with light cargoes are usually put on a par with the best British, but with heavy cargoes, particularly those of large tonnage, are charged higher rates, and insured here with difficulty.

U, U, U, 2.

A Liverpool ship, lately lost, was insured as follows:

By a New York broker in America—

Atlas Mutual Insurance Co.....	\$8,000
Commercial, of Charleston.....	5,000
Columbia	3,000
Merchants', Louisville	4,000

20,000 = £4,000

By London brokers in London—

With private underwriters at Lloyd's.....	5,000
With Asiatic Insurance Co.....	2,000

11,000

LEEDS.

ALBERT DAVY, *Consul*.

JANUARY 11, 1854.

I have the honor to transmit you, herewith, my answers to the questions contained in your circular of the 8th of October. I have taken great pains to make my answers as correct as possible. There is great objection just now, on the part of ship builders, to give any information that can be of use to foreigners; and it is with difficulty that even this government can obtain from them the information they require. Generally, ship builders—who are a wealthy body of men in this country—are opposed to any liberal measures as to their trade, and are, therefore, opposed to the present ministers. Among the documents I send herewith is a small work on the Law Relating to the Mercantile Marine of this Country, and Clements' Custom-House Guide, both of which contain a great deal of valuable information required by the circular.

ANSWERS.

QUERIES NO. I.

Ship-building, &c.

No. 1. The legal rules for measuring British vessels will be found in the Register Act, 8 and 9 Victoria, c. 89, (a) and those of ship builders do not differ; they include length, depth, and

(a) See note, page 509.

width. The Dock Company at Hull admeasure vessels for tonnage dues, according to "Old Admeasurement," which does not consider depth, but length and width.—(See "Clements' Custom-House Guide," page 12, herewith.)

No. 2. A register is issued to all registered British vessels by the custom-house in the port. The form is given in 12 and 13 Vic., c. 29. A coasting license is granted to small vessels herewith, page 260, and Clements' Guide herewith.

No. 3. By bill of sale—form of, and regulations attending which, will be found in Abbott's Law of Shipping, and Clement's Guide, herewith, pages 15 and 16, and 16 and 17 Vic., page 1651, herewith.

No. 4. No foreigners can employ British vessels, as they must be registered in the names of British subjects.—(12 and 13 Vic., page 260, herewith.)

No. 5. Yes; by the late Navigation Act, on the same terms as British built vessels; I am not aware of any distinction.

No. 6. See return accompanying these answers.

Nos. 7 and 8. For timbers, English oak; planking, English and Canadian elm; decks, Canadian white pine; masts, Canadian white pine; spars, Canadian red pine.

Sometimes States' pitch pine and Baltic red fir timber are used instead of Canadian fir. Duty on Canadian timber, 1s. per load of 50 cubic feet; on all foreign square timber, 7s. 6d.; and on all foreign plank, 10s. Present price of English oak, 2s. 6d. to 4s. per foot; Canadian white pine, 2s.; red pine, 2s. 2d.; elm, 2s. 6d.; United States pitch pine, 2s. 6d.; Baltic red fir, 1s. 10d.

No. 9. Fastenings: copper or composition bolts in the lower part of the ship and iron in the upper. Cost, iron bolts, 2d. per lb.; composition bolts, 10d. per lb.

No. 10. Sheathing: copper, 12d. per lb.; Muntz metal, 11d. per lb.; zinc, 3d. per lb.; galvanized iron, 3d. per lb.

No. 11. Seasoned by exposure. Preserved by tar and paint on the outside, and paint on the twixt decks.

Nos. 12 and 13. No public depositories of ship timber. It is purchased like other articles of trade.

No. 14. Caulking; oakum, £20 per ton; pitch, £7 per ton.

No. 15. Hemp rigging, £40 per ton.

No. 16. Sails generally linen, and made in the port. Cost of sail cloth, 14d. per yard.

No. 17. No peculiar style of rigging.

No. 18. Iron anchors, chain cables, ordinary blocks. Sometimes patent blocks working in rollers are used; the cost is double, but they are efficient.

No. 19. None.

No. 20. This is a debatable point—one of opinion. They are not equal to American vessels.

Nos. 21 and 22. British vessels are more noted for carrying capacity than speed. Lately increased attention is paid to speed—instanced in the Clyde clippers. They are inferior as to speed to American vessels, and cannot successfully compete with them in obtaining passengers or freight.

No. 23. Very many British vessels are now A. E. red, upwards of forty years in age; able to carry dry and perishable cargoes to any part of the world.

No. 24. Shipwrights are natives of Britain.

No. 25. Average wages, 5s. 6d. per day. Serve seven years' apprenticeship.

No. 26. No public yards. About seven or eight private yards; rents rather high.

No. 27. Seven private docks.

No. 28. Yes ; on the same terms as British vessels.

No. 29. Railways are carried round some of the Hull docks.

No. 30. No peculiarity.

No. 31. No peculiar tools, &c.

No. 32. Wood ; if the United States can compete with the Baltic, for which Hull is the chief port. Import duty given in answer No. 8.

No. 33. I am not aware of anything but iron.

No. 34. An eight years' ship, £8 per ton, and so on in proportion to sixteen years' vessels, at £16 per ton.

No. 35. I am not aware that any American vessels have been sold at Hull ; I do not think they would find a sale.

No. 36. The information given in answer to the foregoing is derived from William Frankish, esq., late vice consul of the United States at Hull, and from the Hull custom-house, and the acts and guide herewith.

No. 37. I do not know of any books published in my consulate on the subject referred to.

No. 38. Wood ship building declining, and iron ship building, perhaps, increasing.

No. 39. I am not aware of any wish on the part of the ship builders at Hull to alter their plan of building.

No. 40. At Liverpool and London, I believe, the American style of ship building is now being copied extensively.

QUERIES NO. II.

Sailors in Merchant Service.

No. 1. The number of men and boys employed in the merchant service in 1852, as appears by a return herewith, was 243,512. By a late repeal of the act for some years in force, the captain, officers, and all the seamen of a British vessel may be foreigners, and I know of no distinction between them and British subjects, so that it is almost impossible to ascertain who are British subjects and who are aliens. I cannot, at Hull, obtain any return of the number of seamen employed in the different services. A British vessel must be registered in the name of a British subject, although she may be built in a foreign country; and if employed in a foreign trade, the officers and seamen may all be foreigners.

No. 2. Up to 300 tons, say about 5 men to every 100 tons ; 400 tons, 17 men ; 500 tons, 19 men ; 600 tons, 22 men ; and 700 tons, 24 men. The officers in sailing vessels are: master, 1st and 2d mate. There are carpenter and steward. The complement varies much.

No. 3. Pilots must be used from the entrance of the Humber to Hull, and *vice versa*—.(See Humber pilot act, herewith.)

No. 4. No. Supercargoes are not employed on any voyages that I am aware of.

No. 5. See book of extracts, as to the mercantile marine laws, accompanying these answers, which contains these regulations.

No. 6. The Trinity House, at Kingston upon Hull, is a large, important institution, which, amongst other things, relieves decayed seamen. English sailors are bound to contribute.

No. 7. Shipped by the shipping master, under the mercantile marine act, 1850.

No. 8. I am not aware that they do, although they may if they wish.

No. 9. I am not aware that they are, except in American vessels.

No. 10. The form of the agreement is given in the Merchant Seaman's Act.

The following is an usual scale of provisions at Hull: 1 pound bread per day; $1\frac{1}{2}$ pound of beef, 4 days per week; $1\frac{1}{2}$ pound of pork, 3 days per week; $\frac{1}{2}$ pound of flour, 2 days per week; $\frac{1}{2}$ pint peas, 3 days per week; $\frac{1}{4}$ ounce tea per day; $\frac{1}{2}$ ounce coffee per day; 2 ounces sugar per day; 1 gallon of water per day. Spirits at the master's discretion.

For what offences wages are forfeited, and how they are paid, see the above named abstract of the laws.

No. 11. Medicine provision in the act. No enactment as to clothing. Usually, advance wages are paid.

No. 12. See the book, page 5, of Mercantile Marine Act herewith; 1 shilling a day per man, allowed to vessels for bringing seamen home.

No. 13. The same, page 7, et seq: Mercantile Marine Act.

No. 14. The number has varied for the last few years. In 1850, it was 239,283; in 1851, 240,928; and in 1852, 243,512. See return herewith, page 3.

No. 15. Apprenticeship prevails. In 1852, the number of apprentices in the sea service was 5,842. Pilot boys are apprenticed to the owners of the pilot boats, and are generally made pilots, if they are capable and their conduct is approved. But the commissioners of pilots may elect any person whom they deem qualified.

No. 16. I cannot accurately ascertain this here.

No. 17. I know of no exemption.

No. 18. Yes. There are, however, many cases of exemption granted by various acts of Parliament.

No. 19. Yes. By a late act (16 and 17 Vict., c. 131,) alien seamen, as well as officers, can enter the British merchant service, on the same terms as British subjects.

No. 20. The general character of British seamen for activity and skill stands high, and the officers generally are well skilled in navigation.

No. 21. The books commonly used in teaching navigation are, Norrie's Epitome of Navigation and Thompson's Tables. The system and instruments are the same as in the United States. Dent, Porthouse, and other makers of London, are in estimation as makers of chronometers; and Spencer, Browning, and Rust, of London, as makers of other nautical instruments. Masters and officers undergo a nautical examination of ability, and certificates are given. By recent enactment, masters may pilot their own vessels in certain places, on receiving a certificate by the Trinity House or Board of Trade.

No. 22. The information in the foregoing answers is obtained from William Frankish, esq., late vice consul of the United States at Hull, and from acts of Parliament and returns herewith.

No. 23. I am not aware of any work, published lately in this consulate, containing information on the foregoing.

QUERIES No. III.

Shipping, Navigation, Tonnage, &c.

Nos. 1 to 6. See accompanying custom-house return, and of trade and navigation herewith page 18.

No. 7. Chief foreign trade at Hull is with the Baltic, Denmark, Norway and Sweden, Ger-

many, Holland, British North America, &c., and the northern whale and seal fishery. Freights, of course, are ever varying.

No. 8. Coasting trade—northward and southward, along the east coast of Great Britain.

No. 9. Internal trade—up the river Humber, and its tributaries, the Trent and the Ouse; and up the river Hull as far as navigable.

No. 10. Foreign vessels are on the same footing as British vessels in the foreign trade, but not in the coasting trade. See navigation acts.

Nos. 11 and 12. The dues on foreign shipping are *dock dues*, as to which see printed rules of the Dock Company, accompanying the answers.

Light money.—See accompanying list of rates: to the Trinity House, *primage* of 2*d.* per ton of 20 cwt. or 40 feet. *Primage*, though paid by the ship, is a rate on the cargo, and paid by the merchant to the ship owner, except when the voyage is from a port on the continent on this side of the Sound to London, southward.

Buoyage.—On British vessels, 6*s.* 6*d.* for 100 tons, and 6*d.* additional for every further 10 tons. If not British vessels, and not under reciprocity, 11*s.* under 65 tons; 14*s.* under 65 to 135 tons; 17*s.* under 135 to 170 tons; 20*s.* under 170 to 180 tons, and 1*s.* for every additional 10 tons.

Anchorage, jettage, &c., paid to the Hull corporation.—(See printed rate.) It will be seen that the rates as to British vessels and vessels of nations having reciprocity treaties, on the one hand, and foreign vessels, (without reciprocity,) on the other, differ. But most nations have the reciprocity treaty. Dover and Ramsgate harbor dues are collected at Hull on vessels arriving here and liable to pay them. The cargo is liable to the ship for the payment of the dues.

No. 13. The pilots in the Humber are regulated by the Humber pilot act, a copy of which is sent herewith. Commissioners of pilots have the management and license the pilots, who are a trustworthy class, and must give bond. Their anxiety to acquit themselves well may be increased by the fact of their liability for accident occurring when a vessel is under their control.

No. 14. Bills of health are required from vessels arriving from the Mediterranean. No quarantine fees are payable. Vessels clearing outwards may have bills of health if they are required, which is not usual.

Nos. 15 and 16. There is no hospital into which patients are admitted for fees or by payments. The "Hull General Infirmary" is a large free hospital, supported by voluntary subscription, and American seamen have shared its hospitality when sick in the port.

No. 17. No mooring or wharfage dues on shipping. See regulations left herewith.

No. 18. No passports. The baggage of passengers from foreign ports is inspected by the customs officer on board the ship, and may then be removed. No fee is payable. In the case of emigrants passing through Hull to Liverpool for America, the baggage is not examined at Hull, but sent forward to Liverpool in a railway crown van in the charge of an officer.

No. 19. The Hull Dock Company's rates of storage and truckage will be found in the above mentioned printed book.

No. 20. Engines are made at Hull, Newcastle, Glasgow, Liverpool, London, &c., and vary very much in price. The import duty on machinery is 2*s.* 6*d.* per cwt.

No. 21. Hard coal, of the best description, is obtained in the county of Durham, and other counties in England and Wales—the prices varying continually.

No. 22. Navigation increasing. The dues on shipping and goods have recently been considerably reduced.

No. 23. There is neither increase nor decrease to be noted. The recent change in the navigation law has brought American vessels to Hull with wood cargoes from British North America.

No. 24. I do not know any except a reduction of duty.

No. 25. Under the present duties I do not know of any. If the duties were reduced on coal, iron, and manufactures of iron and steel; and woollen, worsted and cotton goods, and manufactures generally, a large quantity would no doubt be sent.

No. 26. If the duties were reduced, some kinds of timber and naval stores could be sent to a greater extent than at present.

No. 27. American vessels might be employed in the coasting trade, particularly from the northern to the southern ports, from which trade they are now prohibited.

No. 28. The 14 and 15 Victoria, chapter 79, provides the following scale as to boats. Sea going vessels to be provided with boats according to the following table:

Registered tonnage.		BOATS.																Total number of boats.	
		No. 1.—To be carried by sailing vessels and steam vessels.								No. 2.—To be carried by sailing vessels and steam vessels, unless they carry the boats in No. 3.				No. 3.—To be carried by steam vessels which do not carry the boats in No. 2.					
Sailing vessels.	Steam vessels.	Boats.				Boats.				Launches.				Boats.				Sailing vessels.	Steam vessels.
		Number.	Length.	Breadth.	Depth.	Number.	Length.	Breadth.	Depth.	Number.	Length.	Breadth.	Depth.	Number.	Length.	Breadth.	Depth.		
Tons.	Tons.		Ft.	Ft. in.	Ft. in.	Ft.	Ft. in.	Ft. in.		Ft.	Ft. in.	Ft. in.		Ft.	Ft. in.	Ft. in.			
800 & upwards.	500 & upwards.	1	18	5 6	2 3	2	24	5 6	2 6	1	26	8 0	3 8	2	22	5 6	2 6	4	4 or 5
600 to 800.....	360 to 500.....	1	16	5 6	2 3	2	24	5 6	2 6	1	25	7 0	3 6	2	22	5 6	2 6	4	4 or 5
400 to 600.....	240 to 360.....	1	16	5 6	2 3	1	22	5 6	2 5	1	22	6 6	3 3	2	22	5 6	2 6	3	3 or 4
200 to 400.....	120 to 140.....	1	14	5 0	2 2	...	...	...	...	1	20	6 0	3 0	2	22	5 6	2 6	2	2 or 3
100 to 200.....	60 to 120.	1	14	5 0	2 2	...	...	...	...	1	16	5 6	2 9	2	18	5 6	2 4	2	2 or 3
Under 100.....	Under 60	1	14	5 0	2 2	...	...	...	...	...	...	...	...	...	...	...	...	1	1

As the case may be.

As the case may be.

NOTE.—In case of steam vessels, two paddle-box boats may be substituted for any two of the boats in column 3. And any vessel having ten passengers must in addition have a life-boat. The above regulations do not extend to fishing vessels. The Passengers' Act, 1852, provides the following number and size of boats: Two boats for every ship of 100 tons and upwards. Three boats for every ship of 200 tons and upwards, if the number of statute adults on board shall exceed fifty. Four boats for every ship of 500 tons and upwards, if the number of statute adults shall exceed two hundred. Five boats for every ship of 800 tons and upwards, if the number of statute adults shall exceed three hundred. Six boats for every ship of 1,200 tons and upwards, if the number of statute adults shall exceed five hundred and fifty. One of such boats shall, in all cases, be a long boat, and one shall be a properly fitted life-boat, which shall be kept properly suspended at the quarter or stern of the ship; and each of such boats shall be of a suitable size, to be approved by the emigration officer at the port of clearance, and shall be seaworthy and properly supplied with all requisites, and kept clear at all times for immediate use at sea.

I am not aware that American boats would sell profitably at Hull.

No. 29. There is a regular steam trade at Hull to and from St. Petersburg, Hamburg, Rotterdam, Antwerp, &c.; and in England to and from ports on the coast—north to Scotland, and south to London.

No. 30. Insurances are effected with private underwriters at Lloyd's and elsewhere, and with chartered and other companies. Mutual insurance in clubs is also in vogue and in increasing favor. The rates paid to underwriters are always varying, and are somewhat higher than those in the United States. If, on a loss, the payment is disputed, an action in the superior courts at Westminster must be resorted to to enforce a settlement. If the claim was under £50 a county court would have cognizance of it. Generally the laws of assurance in England and the United States are similar.

No. 31. Vessels above 100 tons may be armed either in time of peace or war. Vessels under 100 tons can carry only one carriage gun, or swivel gun, without shot, for purposes of signals; nor more than two muskets or fowling pieces for every five men, except by special license from the commissioners of customs. No letters of marque are given.

No. 32. The foregoing information is derived from William Frankish, esq., from the Hull custom-house, and returns herewith.

No. 33. I am not aware of any books published in the consulate on the subjects referred to excepting the Mercantile Marine Act.

BRISTOL.

FRANCIS B. OGDEN, *Consul*.

DECEMBER 30, 1853.

I have the honor to forward answers to the queries propounded in your circular instructions to consuls, &c., under date October 8, 1853, together with some necessary references, as required.

ANSWERS.

QUERIES NO. I.

Ship building, &c.

No. 2. All British vessels must be duly registered. A certificate of such registry is the only official document issued as proof of nationality.

No. 3. By bill of sale "no document shall be valid to pass the property in any vessel, or in any share thereof, or for any other purpose, until it shall have been produced to the collector and comptroller of the port at which such vessel is registered, or to the collector and comptroller of any other port where she is about to be registered *de novo*."

No. 4. No foreigners are allowed to own and employ British ships either in the foreign trade or in coasting. They must be owned by British subjects, and navigated by native born or naturalized subjects; in foreign voyages by at least three-fourths such seamen; and in the coasting trade the whole crew must be English. In all cases the master must be a British subject.

No. 5. Foreign built vessels are allowed to be owned by British subjects. They may be registered and sailed on the same terms as those British built: "Before any foreign built vessel shall be registered as a British vessel, the owner shall state in writing to the collector or comptroller, at the port at which the vessel is intended to be registered, the foreign name of such vessel, and the name shall be inserted in the declaration required to be made prior to the registry, and also in the certificate of registry of such vessel, and if any person shall make

any false declaration in order to obtain registry of any vessel, he shall for every offence forfeit the sum of £100."—(13 and 14 Vic., chapter 95, section 20.)

No. 6. There were built in Bristol in 1852 as follows: one ship, 340 tons, for foreign trade; one barque, 320 tons, for foreign trade; one barque, 180 tons, for foreign trade; one sloop, 58 tons, for coasting trade; one iron steamer, 367 tons, for coasting trade.

No. 7. The wood principally used for ship building is English and African oak. Teak and elm for frame and planking, and yellow pine for the decks, obtained from native growth, from Africa, Canada, the United States, and the Baltic; all of which is free of duty. There is no regular rate of prices, and it would be impossible to give the details required in the latter part of this query.

No. 8. Quebec and Baltic pine, occasionally teak.

No. 9. Iron and copper bolts, and oak treenails.

No. 10. Copper sheathing is used, manufactured extensively in South Wales.

No. 11. I believe none. In water, and exposed to the air.

No. 12. There are none.

No. 13. Every ship builder has his own private depository.

No. 14. Oakum, prepared as in the United States from old junk; the seams are payed with pitch.

No. 15. Hemp principally, occasionally manilla for running rigging.

No. 16. Principally from Russian flax, (not hemp,) manufactured here.

No. 17. There is nothing peculiar in the rig of Bristol vessels.

No. 18. Precisely such as are used in the United States, forged on the spot.

No. 19. None, that I am aware of.

Nos. 20, 21, 22, and 23. The vessels built at Bristol are in high estimation, and compare well with any in the kingdom for speed, carrying freight, and other good qualities. They last, as seaworthy, with ordinary repairs, about twelve years, but there are some still in existence forty years old.

No. 24. The shipwrights at this port are all natives of Great Britain.

No. 25. About 4*s.* 6*d.* or 5*s.* 6*d.* a day; but one American carpenter will do the work of three.

No. 26. There are six or eight building yards in Bristol, three or four of which are extensive.

No. 27. There are as many graving docks for repairs, all private; the cost of which it would be impossible to ascertain.

No. 28. They are, on the same terms with British vessels.

No. 29. There are none.

No. 30. None whatever.

No. 31. None, that I am aware of.

No. 32. I am not aware of any, unless yellow pine timber from the south, live oak knees, locust treenails, and naval stores would pay; the most of which are free of duty when imported for ship building.

No. 33. None, except copper bolts and sheathing.

No. 34. The cost per ton for ships built here varies from £8 to £13, according to the materials and finish. The best kind of ship, with spars, boats, cabin finished (not, however, in the style of our American packets,) and painted throughout, would cost about £13 the ton.

No. 35. American vessels could not be sold to advantage. It is only when wrecked that they are ever sold.

No. 36. From a very intelligent and respectable master sailmaker, Mr. James C. Water, I have received much information, also from Mr. Patterson, master ship builder, and have derived much from general observation.

No. 37. Should I be able to lay my hand on any such publications, I will procure and forward them.

No. 38. Lately rather on the increase.

No. 39. A great interest has been excited of late in favor of fast-sailing ships, and every improvement is seized on with avidity; the spirit of emulation is the only incentive I am aware of.

No. 40. I confine myself entirely to my own consulate.

QUERIES No. II.

ailors in merchant service.

No. 1. By one return I have before me, there appears to have been employed, in the year 1852, of British ships in the United Kingdom, 17,819, amounting in tonnage to 3,380,884; and men employed 159,563, exclusive of masters. Another statement will be seen, marked D, annexed, differing very considerably from the above, but, being more minute, is probably the more accurate. The quantity of coffee, wheat, sugar, tea, and tobacco, entered during that year may be interesting. It is impossible for me to answer this question more minutely, as I have met with no tables giving the information, and have no means of obtaining it otherwise. By law, however, three-fourths of the seamen must be English in the foreign trade, and the whole in the coasting trade. Americans, Danes, Swedes, Dutch, &c., are taken indiscriminately to make up the complement, when English are not to be procured.

Scale of provisions to be allowed and served out to the crew during the voyage.

Days.	Bread, lb.	Beef, lb.	Pork, lb.	Flour, lb.	Peas, pint.	Tea, coffee, sugar, and water.
Sunday -----	1	1½	-----	½	-----	1¾ ounce tea, 4 ounces coffee, and 12½ oz. sugar, weekly; 3 quarts water, daily.
Monday -----	1	-----	1¼	-----	¼	
Tuesday -----	1	1½	-----	-----	-----	
Wednesday -----	1	-----	1¼	-----	¼	
Thursday -----	1	1½	-----	½	-----	
Friday -----	1	-----	1¼	-----	¼	
Saturday -----	1	1½	-----	-----	-----	

Lime juice, sugar and vinegar, as per act of Parliament. One day's provisions may be substituted for another, either wholly or in part.

The regulations for medicines, &c., are stated in the accompanying "Merchant Navy Act." No provision is made by law for outfit of clothing; advances of wages are usually made to seamen when shipped, more or less, according to the length of the intended voyage. The estimated length of these voyages is given on page 14 of said act.

No. 2. In the British merchant service, the complement of the crew averages about 4½ men to every hundred tons of the vessel. In the American service the average is under 3. The officers employed are a captain and one or two mates, according to the size of the vessel.

No. 3. Pilots are employed for the British channel, and for the different ports within its waters, but not for voyages.

No. 4. Occasionally, on special trading voyages.

No. 5. An answer to this question may be found in the "Copy of Agreement," &c., &c., marked A, accompanying.

No. 6. None; there was formerly a contribution imposed on merchant seamen, and a large fund was accumulated; this was appropriated to other purposes, and the collection is no longer made.

No. 7. By registered shipping masters, regularly licensed.

No. 8. British sailors do seek foreign service. As there is no law to prohibit them, they ship wherever they can obtain the highest wages, mostly in American vessels, where it is difficult to distinguish them from citizens of the United States.

No. 9. Whenever a sufficient number of American seamen cannot be obtained, the crew is made up of foreigners, principally the subjects of Great Britain, Sweden, and Denmark.

No. 10. This question is answered in the accompanying agreement for foreign going ships, marked B. The legal punishment for offences will be found in A.

No. 11. An answer to this will be found in the accompanying "Merchant Navy Act," C.

No. 12. None, except in British ships; see above acts.

No. 13. See schedule A. The arrivals of foreign vessels into Bristol are taken from the presentments.

In 1850.....	742 ships.....	142,603 tons registered.
1851.....	659 "	137,835 " "
1852.....	627 "	134,779 " "
1853.....	775 "	171,941 " "

Of the entries of 1853, 159 were timber ships, measuring 66,932 tons. Timber ships into Gloucester, 124, measuring 44,000 tons.

No. 14. Decidedly decreasing, owing to the obnoxious register ticket system, which has been found so mischievous in its effects as to cause its abolition.

No. 15. From Newcastle, Shields, Scotland, &c. These seamen are usually brought up in collier trade, few in the fisheries. There is no longer any compulsion by law to take apprentices. It is still adhered to, however, in the coal trade, and more or less in the foreign merchant service. Pilots, and pilots' apprentices, are an entirely distinct class from seamen. See "by-laws, rules, and orders," &c., &c., accompanying, marked D and E.

No. 16. With regard to the naval service generally, full information will be obtained from the accompanying circular issued from the admiralty, June 14, 1853.—F.

No. 17. They are, unless they are householders.

No. 18. No change has been made in the law; and in case of actual war, and a demand for seamen for the navy, there is no doubt impressment would be again resorted to. Public feeling prevents it in times of peace.

No. 19. They can, and register tickets could easily be obtained by Americans in the same manner that protections are fraudulently obtained in the United States.

No. 20. British sailors are active, hardy, and intrepid; they do not want for skill in the ordinary duties of seamen, but they are not so well educated as Americans of like grade, and hence are not so intelligent. The officers in the British merchant service are not generally of so high a grade, so well educated, or so well skilled in navigation, as those in the American.

No. 21. The theory or system of navigation pursued by British merchant seamen does not differ from that of Americans. The same or like books of elementary instruction are used, and similar instruments. They are all manufactured in the kingdom, and English chronometers are celebrated throughout the world for their great exactness and perfect workmanship. In reply to the latter clause of this interrogatory, I beg leave to refer to the annexed document, headed "Ogden and Ericsson's improved patent sounding instrument," and to quote the language of Captain Ringgold, "I know of no instrument combining greater advantages, or better calculated to reduce the perils of navigation."—G.

No. 22. From various persons, from printed authorities, and from general observation.

No. 23. Please to refer to query 37, series No. I.

QUERIES No. III.

Shipping, Navigation, Tonnage, &c.

Nos. 1, 2 and 3. Table C, annexed, gives the foreign trade for the port of Bristol. The coasting trade is principally vessels from Newport, Cardiff, Swansea, &c., with iron, coals, copper, &c. There are no means of ascertaining the internal trade. The great discrepancy between the vessels inward and outward arises from the custom of omitting to enter on the books of the custom-house those that proceed to Newport and Cardiff for their outward cargoes. The following synopsis will give the foreign and coasting trade of Newport, Cardiff, and Gloucester: Between January and November, 1853, as appears from a recently printed parliamentary paper, 29,866 ships, of 6,546,320 tonnage, employed in the foreign trade of the United Kingdom, entered inwards, and 29,699 ships, of 6,462,635 tonnage, cleared outwards. This report, I presume, includes foreign shipping, but I have no means of ascertaining in what proportion. It appears, also, that during the same period of ten months, the number employed in the coasting trade was 112,285, tonnage 10,770,907 inwards, and 123,599, tonnage 11,350,010 cleared outwards.

Nos. 4 and 5. *Synopsis of American ships arriving and departing from the port of Bristol and its dependencies, during the year 1852.*

30 arrived at Bristol in the year 1852, 14,380 tons, 414 seamen. 12 of these proceeded to Newport and Cardiff for cargoes.					
18	loaded at Bristol,	8,575	tons, 297	men, taking	11,768 tons of iron.
62	" Newport,	34,359	" 876	" 41,993	" 5,970 tons of coal.
59	" Cardiff,	31,741	" 840	" 43,220	" 754 "
139		74,675	2,013	96,986	6,724

Number and tonnage of vessels cleared at Cardiff in the year 1852, exclusive of those belonging to the United States.

British foreign trade	844	vessels, 169,864	tons.
British coasting trade.....	6,212	" 431,696	"
Foreign ships.....	806	" 135,532	"

Number and tonnage of vessels cleared at Newport.

British foreign trade	460	vessels, 108,416	tons.
British coasting trade.....	6,638	" 371,595	"
Foreign ships, exclusive of American.....	199	" 59,726	"

At the port of Gloucester, entered.

British vessels, foreign trade.....	201 vessels,	66,503 tons.
British vessels, coasting trade.....	2,584 “	102,645 “
Foreign vessels	182 “	tonnage not given.

Three American ships anchored at Gloucester laden with deals, but proceeded to Cardiff for cargoes.

No. 6. The amount of tonnage owned in Bristol, independent of the coasting trade, is about 40,000. The average capacity of coasting vessels is between 50 and 60 tons.

No. 7. The foreign trade of Bristol vessels will be seen in table C. The other details of this question are so numerous, and depend so much upon circumstances, that no satisfactory answers can possibly be given.

Nos. 8 and 9. The coasting and internal trade consists in the transportation of produce, principally iron and coals, salt, grain, &c., &c., from port to port.

No. 10. Foreign vessels are not allowed to participate in either of these trades, which are confined altogether to British vessels and British seamen.

No. 11. There are no distinctions made between foreign vessels belonging to nations with whom treaties of commerce exist.

No. 12. For anchorage and moorage of vessels of 100 tons and upwards the charge is one penny per ton and 5s. per vessel; under 100 tons, $\frac{1}{2}d.$ per ton and 5s. per vessel. The mayor's dues, vessels of 100 tons, 5s.; per 150, 10s.; per 200, 15s.; 200 *a* 250, 30s.; 250 and upwards, £2. Water bailiff's fees, for every description, 5s. The dock dues are one shilling per registered ton. The light dues on vessels from the United States to the port of Bristol are: English general coast lights, $3\frac{5}{8}d.$ per ton, for ships over 250 tons; English local coast lights, 7s. 6d. each; Irish lights, 1d. per ton, 20 per cent. discount.

These charges are made both inward and outward; there is no hospital money demanded.

No. 13. The pilots for the port of Bristol and the Bristol channel are licensed by act of Parliament. They may generally be relied on for sobriety and skill.

Nos. 15 and 16. There are several hospitals in Bristol wherein American seamen are admitted; "St. Peter's" is the general hospital for the poor of the whole city. An order from the consul, from any merchant, or from the master of the ship, will always obtain admission for a seaman, whatever may be the disease with which he is afflicted. I have sent several with the small-pox, and but one death has occurred out of half a dozen cases. The medical and surgical attendance is very good and the charges extremely low, only 5s. a week for "subsistence and medical aid," and all seamen speak in grateful terms of their kind treatment. The "infirmary" is open all hours, day and night, for the reception, without regard to country, color, or dialect, of such as are accidentally injured, without any recommendation whatever being required. The medical and surgical attendance is of the highest order.

No. 17. See schedule H and I.

No. 18. No passports are required; the luggage of passengers is examined and, if they have nothing subject to duty, they are allowed to land at once.

No. 19. It is quite impossible to state, these charges depending on so many circumstances.

No. 20. The engines used in the Bristol steamers are constructed on the spot; they are generally low-pressure condensing engines with two cylinders, the steam working expansively and the cranks adjusted at right angles, in exact conformity with the mode described by Francis B. Ogden in the specification of his patent, granted at Washington, on the 31st of December, 1813

In 1817 Mr. Ogden had the first engine ever constructed in England, on this principle, built in Leeds, in Yorkshire. He had submitted his plans to Mr. Watt, at Soho, who declared at once that it would make a "beautiful engine," and that the combination was certainly original.

The first screw propeller introduced into practical use and carried into successful operation was brought out by Captain John Ericsson on the river Thames, in May, 1837. It was called the "Francis B. Ogden," and on her first appearance obtained from the watermen the soubriquet of the "Flying Devil." The first propeller in the waters of the United States was the "Robert F. Stockton," an iron boat, built in Liverpool, under the superintendence of F. B. Ogden, and sent across the Atlantic, to the astonishment, on her arrival, of thousands who congregated to get sight of her. The "Princeton" was soon after built, and the progress of screw propulsion throughout the world is as much due to John Ericsson as the first successful application of steam to navigation is due to Robert Fulton. Several of the steamers on the river and in the Bristol channel are propellers; they all work with high steam.

No. 21. Coal, obtained principally from South Wales, of very good quality, costing from 12*s.* a 15*s.* per ton in Bristol.

No. 22. The general navigation and commerce of Bristol has greatly increased within the last two or three years. The abolition of the old navigation law put an end to ships returning empty, and, in many cases, doubled their carrying power. Notwithstanding the multiplied improvements in navigation, increase in the size and number of ships, and the abolition of restraints, it is at present obvious that shipping is deficient, and that more vessels than can be found are required to carry on trade. The rate of freights since autumn, last year, when they were by no means low, has increased outward from 20 to nearly 90 per cent., while the freights homeward have risen in a still greater proportion, in many places having actually doubled. The demand for shipping to Australia has been greatly augmented, and there is a great want of vessels to carry on the coasting trade, particularly in the transportation of coals.

No. 23. The navigation and commerce between the United States and this port has also greatly increased. More than double the number of American vessels have arrived during this year than in any preceding one; this is owing altogether to the change in the navigation laws and the operation of the free trade policy. Our ships now make circuitous voyages. One I have just cleared sailed from a port in the United States with a freight to Havana, thence with a cargo of sugar to Cronstadt; she there obtained a high freight to this port, laden with wheat, tallow, and hemp; and is now taking in railroad iron at Cardiff for City Point, Virginia. These four freights will more than pay for the cost of the vessel. Many such voyages are made, but the most numerous have been in the carrying of timber. Twenty-five American vessels have arrived here laden with deals from the British Canadian possessions in the course of the year. Their return freights are principally railroad iron to the United States; but some have taken coals to different depositories in the West Indies, and elsewhere, for English steamers.

No. 24. I know of none better than those now pursued, of perfect reciprocity.

Nos. 25 and 26. I am quite unable to say. It must be left entirely to their own discretion.

No. 27. None, except in the foreign trade, which is open to all competitors; some of our ships have been taken up at London at high freights for the China and Australian trade, but none from this port. No modification is likely to take place in the domestic or internal trade.

No. 28. Ships of 300 to 1,000 tons, in ordinary trade, usually carry three boats: a long boat, a pinnace, and a jolly boat, suited in their dimensions to their size and tonnage. Passenger ships are obliged to provide a greater number, seldom more than five, one of which must

be a life-boat ; this, however, is very loosely complied with, and in case of abandonment at sea, even with a small number of passengers, there are hardly ever enough boats to receive them. The cost of these boats is from 20s. to 24s. the running foot. American boats could not be sent to sell to advantage.

No. 29. There are no packets or mail lines of steamers or sailing vessels from any port in my consulate to foreign ports along the coast. The annexed list will give full particulars.

No. 30. Insurance is principally effected in London through licensed brokers. There are two or three insurance offices in Bristol. The mode of recovery for loss is precisely the same as that in common usage in the United States.

No. 31. They are ; and in times of war letters of marque are granted, and privateers are commissioned. The captures go through the regular course of law for condemnation.

Nos. 32, 33, and 34. The answers are comprised in the foregoing.

The foregoing answers, I am sorry to say, are very unsatisfactory, even to myself. The comprehensiveness of many of the questions is such as to render proper replies very difficult, if not impossible. Such as it is, I have the honor to submit the report, craving great indulgence for its imperfections.

FALMOUTH.

A. W. SCHARIT, *Consul*.

JULY 1, 1855.

In obedience to your instructions of October 8, 1853, I have the honor to reply as follows :

ANSWERS.

QUERIES No. I.

Ship building, &c.

(a)

No. 6. See table A annexed.

No. 7. There are different grades of building, from seven years to thirteen, on the first description of first class. High class vessels are built exclusively of English, African and live oak, East Indian teak, Norway sarul, green-heart, Mora, &c., and if built under cover run as high as fifteen years. From seven to ten years, all sorts of timber is used, such as English oak frame, keel of American elm, planking of red and pitch pine, Baltic fir, American white oak ; Quebec yellow pine for decks, bulwarks, and bulkheads, and all imported, that is, from foreign countries by merchant ships. The English oak generally had from Southampton, Wiltshire, and the surrounding counties. The cost per ton for building hull and providing boats averages from £10 to £15 per ton, and if thoroughly copper-fastened, £1 per ton additional. The prices vary for English timber : oak, 1s. 3d. to 3s. 6d. per cubic foot for planking ; English oak, 3s. to 5s. ditto ; American elm, about 2s. 6d. ditto ; African oak, about 4s. ditto ; green-heart, about 4s. ditto ; for decks, American yellow pine, 1s. 6d. to 2s. ditto ; from Southampton and Devonshire it is chiefly brought by water, and the quality is the best that money can get. It is sometimes imported direct to Falmouth.

(a) The answers to the five queries which relate to rules for ascertaining the tonnage of vessels, proofs of their nationality, the mode and manner of transfer, &c., from No. 1 to No. 5, inclusive, being, from their nature, quite the same in the return from each consular district in each country, it is deemed unnecessary to give these answers in every return. Answers to other queries may, occasionally, be suppressed for a similar reason.

"It has not been found possible, in all instances, with scrupulous care, to avoid repetitions ; but it has been considered that light is sometimes thrown on a subject by one mode of statement, which is not thrown by another ; and conciseness has, at times, been sacrificed to perspicuity."—*Superintendent's Letter*, vol. I, p. ix.

No. 8. For lower masts of 150 tons and upwards, Quebec yellow pine, and for vessels less or from 150 tons downwards, Quebec red or Baltic timber. Spars and yards, of Quebec red and pitch pine, Baltic timber, Norway timber, Norway spars, and sometimes American spruce spars. The charges according to length. Common red pine is now 2s. 6d. per cubic foot, up to 4s. ditto. Yellow pine from 1s. 9d. to 3s. 6d.; Norway lath, 1s. per cubic foot; spars from 2s. to 24s. each, according to size.

No. 9. Treenails, copper, composition, and iron bolts. Treenails average £1 per thousand; copper bolts, 14d. per lb.; composition metal bolts, 12d. per lb.; iron bolts, from 3d. per lb.; metal bolts are mostly furnished from Swansea and Birmingham.

No. 10. Not much copper sheathing now used; Muntz's metal has, in some measure, superseded it. Copper is 14d. and the metal 12d. per foot; generally had from London or any of the large mercantile towns.

No. 11. Several means have been adopted, but none proved better than those employed in the United States.

No. 12. None, with the exception of her Majesty's dock yards—Plymouth, Devonport, Portsmouth, Chatham, Woolwich, &c.

No. 13. None that I know of.

No. 14. White and brown oakum; the latter generally picked by the people at the union-houses from rope condemned from shipping, or other causes, at Falmouth, Plymouth, or any large seaports. The price per ton is £25. Pitch, the best quality is from Stockholm, and mixed with Stockholm tar.

No. 15. Rope is made from hemp, and the prices vary according to the markets. During 1852 to 1854, the best St. Petersburg clean hemp rope has advanced from 34s. to 75s. per cwt.

No. 16. From flax procured from different parts of Great Britain, the cost of which has advanced fully 50 per cent. from 1852 to 1854.

No. 17. No.

No. 18. The same kind of anchors, cables, tackle, blocks, &c., are used, and procured from different parts of Great Britain.

No. 19. None; but the best way is here deemed to be with a crooked neck, and round or swept back to the rudder.

No. 20. English vessels are here deemed the best in the world.

No. 21. Very well.

No. 22. Very well.

No. 23. A good many years; when built of the best materials, from 20 to 50.

No. 24. Natives of Cornwall.

No. 25. The wages of shipwrights vary from 4s. a 5s. per day. From the neighborhood.

No. 26. There are no extensive building yards in this consulate; some 15 or 20 small ones at the different ports.

Nos. 27, 28, and 29. There are no public docks in this consulate; but one private one at Penzance, capable of receiving a vessel of 500 tons; elsewhere vessels are hauled up on ways by horse or steam power. Foreign vessels are permitted to use them on same terms as British vessels.

No. 30. No.

No. 31. No.

No. 32. Ship timber prices as above referred to; duties nominal.

No. 33. None from this consulate.

No. 34. The general charge for building vessels, on the average, is £9 per ton; when complete, with copper fastenings, £16 per ton builders' admeasurement.

No. 35. American vessels could not be sold at this time in this consulate to an advantage.

No. 36. From the custom-house officers, ship builders, ship owners, &c., and my own personal observation.

No. 37. None have been recently published in this consulate on the foregoing subjects.

No. 38. Much the same as the last 20 years; if any difference, slightly on the increase.

No. 39. No disposition to adopt improvements, more especially American.

QUERIES No. II.

Sailors in merchant service.

No. 1. See table B, annexed.

No. 2. From four to five men per one hundred tons is the usual complement for vessels, and the officers are employed in a similar manner to those on board American vessels.

No. 3. Pilots are usually employed to conduct vessels in and out of harbors; but at times they are engaged to navigate homeward bound ships to their destinations, as their knowledge of the tides, currents, &c., is a great advantage to masters.

No. 4. Sometimes, but very seldom.

No. 5. None local to this consulate; all the general laws on this subject have recently been consolidated in the merchant shipping act.

No. 6. The merchant seamen's fund affords relief to those seamen who pay towards it as members. There is, in Falmouth, an institution called the Sailor's Home, maintained by private subscription. For particulars, see reports and pamphlets enclosed.

No. 7. Sought after by the captain in the best way he can devise, and enrolled on the articles in the presence of the shipping master.

No. 8. Yes; mostly American; they are not prevented by law, except with powers at war with England.

No. 9. Yes.

No. 10. See shipping act before mentioned, and form of shipping article herewith enclosed.

No. 11. See as above.

No. 12. See shipping act, as above.

No. 13. See shipping act, as above.

No. 14. The number of sailors in the British merchant service is greatly on the decrease, in consequence of the high bounty given to men who ship in her Majesty's service.

No. 15. Chiefly from the seaport towns and fishing coves; lads who join the service are chiefly the sons of fishermen, seamen, and poor mechanics. The pilchard fisheries in this consulate are very extensive, and give employment to a great number of men, women, and children during the season, usually commencing the latter end of August and continuing about three months. Apprentices are generally taken from this class and are bound for seven years; during the time, the owner of the vessel is to pay a certain amount of wages and provide the lad with food and clothing. Should he become sick or disabled, his master is compelled to keep him, as before, and find medical assistance till the time of his apprenticeship has expired.

No. 16. At the close of 1853 the following scale of wages was paid, but the rate is now

increased, owing to the present war; the inducement for men to enter is the high bounty the government is giving for able seamen:

Chief petty officers, per month, £3 9s. 9d.; first class working seamen, per month, £3 2s.; second class working seamen, per month, £2 16s. 10s.; leading seamen, per month, £2 14s. 3d.; able seamen, per month, £2 9s. 1d.; ordinary seamen, per month, £1 18s. 9d.; second class seamen, per month, £1 10s.; boys, first class naval apprentices, per month, 18s. 1d.; boys, second class naval apprentices, per month, 15s. 6d.

Seamen gunners receive two pence per day in the first class, and one penny per day in the second class, in addition to the above. Rewards in money, besides, are given to deserving men; and after twenty years' service, the sailor is entitled to a pension, varying, according to his conduct, of from £9 2s. to £40 per annum.

No. 17. No exemptions, I believe, can they claim; but their income does not generally bring them under the "Income Tax," except second lieutenants and officers above them; the onerous nature of which tax will be seen by the amount assessed against myself, as per schedule and notice herewith enclosed.

No. 18. England does not scruple to enforce conscription or impressment when requisite; and though the rule is to eschew impressment, it is not inflexible in practice, and alcohol is a favorite means employed to disguise it.

No. 19. Alien sailors may enter the British merchant service on the same terms as native sailors.

No. 20. British sailors are generally active and skilful, their officers quite competent and rigid disciplinarians. In the merchant service, masters and mates are examined by persons appointed by the Board of Trade at the principal marine ports, and persons are licensed by that Board to procure seamen; any person not so licensed is liable to a penalty not exceeding £20, unless such person is the owner, master, or mate of the ship; and on every ship registered above 80 tons employed in the coasting trade, the master is to enter into an agreement with every seaman, which shall be in accordance with a form sanctioned by the Board of Trade, a copy of such agreement to be made accessible to the crew.

No. 21. The system of navigation is similar to that pursued in the United States. The books of instruction are the same as used by our seamen. The best English publisher of books and charts is J. W. Norie, London. The "Pilot's Guide," and several charts of this coast and channel, were forwarded to the department by me, with other books and papers, in January last. The nautical instruments generally used are similar to our own, but deemed of a better quality. The best are made by Dolland, of London. Retail prices at Falmouth are as follows: double dipping needle, from £2 10s. to £5; compasses, from £1 upwards; brass sextants to ten seconds, from £9 upwards; barometers with patent tubes, warranted, from £4 upwards; sympiesometers with acid, from 3 guineas upwards; telescopes for day and night, made from the best Bohemian plate colors, perfect, from £2 10s. upwards; log glasses, fourteen and twenty-eight seconds, patent, 7s. 6d.; parallel rulers, from 10s. 6d. upwards; submarine thermometers, from 2 guineas upwards; improved signal lamps, to ascertain the tack the ship is on in the night, from one guinea upwards; cases of instruments, of good quality, £1 10s; sliding Gunter's scale, 5s.; artificial horizons, with parallel glasses, &c., £4 4s. upwards.

No. 22. From ship owners, ship masters, officers in her Majesty's service, tradesmen, and from personal observation.

No. 23. No books or pamphlets have been published relating to the subjects required within my consulate.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. See form annexed, C.

No. 2. See form annexed, D, for the port of Falmouth, for 1853. Returns for 1852: 10 ships, 1,573 tons; at Scilly, in 1853, two ships, 181 tons.

No. 3. For Falmouth, 1853, see form annexed, D, continued; for 1852, 6 ships, 874 tons; for Scilly, in 1853, one ship, 109 tons.

No. 4. None for 1852 or 1853.

No. 5. Four Norwegian ships, 820 tons, for 1852.

No. 6. Table annexed, form D.

No. 7. The chief foreign trade inwards consists of fruit from the Western Islands and Spain, a little wine from Portugal and Sicily, wheat and flour from the Mediterranean and Black seas. Outward: fish, (pilchards,) china clay, mineral ore, granite, mundic, &c. Outward freight, 14s. to 16s. per ton for coal. Iron in proportion. Pilchards, 6s. per hogshead, weighing 470 lbs., and 10 per cent. to a lower port; 8s. and 10 per cent. to a higher. Return freights, 5s. to 10s. per quarter for wheat, and other freights in proportion, according to circumstances and the time of year. The expenses in port charges differ greatly. Fruit, chiefly oranges from the coast of Portugal and Spain, freight, £4 per ton of 20 boxes; from the Western Islands, freight, £7 to £8 per ton of 20 boxes. Timber from Canada, in the spring and fall, 30s. to 35s. per load of 50 cubic feet. Hemp, deal, tallow, &c., from the Baltic, when free from ice, freight, 50s. to 60s. per ton; for the different kinds of hemp and other goods in proportion. China clay and china stone to France and other ports. Freight to Rouen, 12s. to 15s. per ton, and other places in proportion, according to distance, port charges, &c. There are large quantities of timber, imported annually from Norway, landed into this consulate in vessels not belonging to the port of this district. Norway timber is chiefly imported in vessels of that country.

No. 8. Coals from ports in Wales and Newcastle; freights, 15s. to 20s. per ton, but constantly varying.

No. 9. None, (or duties.)

No. 10. No local laws on this subject; foreign trade open to all nations; local restricted to British ships.

No. 11. No.

No. 12. See documents and forms enclosed, accompanying replies to Queries No. III.

No. 13. Pilots are licensed by the Trinity House in all ports in this consulate, except St. Ives, and are nearly all old men, and well acquainted with their business.

No. 14. Clean bills are required. The regulations are very liberal, and, unless malignant or contagious diseases are known to be on board, the demand is waived.

No. 15. There is no marine hospital, but a private establishment called the "Sailors' Home." Prices: 12s. 6d. per week, or 2s. per day, for men; 10s. 6d. per week, or 1s. 6d. per day, for boys.

No. 16. They are freely admitted at the Sailors' Home.

No. 17. The vessels in this port ride at anchor at places designated by the pilots. Cargoes

are discharged by lighters. Small crafts, not exceeding 200 tons, sometimes discharge at the wharves.

No. 18. No restrictions whatever; baggage is examined on board, or at the custom-house; no fees exacted or passports required.

No. 19. Storage of merchandise at this port is variable, from 6*d.* to 1*s.* 6*d.* per ton; 2*s.* per quarter for grain. Drayage variable, generally contracts made with the drivers by the day from 6*s.* to 10*s.*

Nos. 20 and 21. No steamship belonging to this port; there are three common paddle-wheel steamers of a small size, belonging to Hayle, in the port of St. Ives, employed in taking passengers and goods to and from Hayle to Bristol. Welsh coal is the fuel chiefly used; price about 15*s.* per ton, quality good. There is a Trinity tug steamer at Scilly, and one at Devorn, used for towing merchant vessels in and out the harbor.

No. 22. Increasing. Causes, increase of population, at least it is so reported by the inhabitants; but it appears to me to be on the decline; statistics not reliable.

No. 23. There is no commerce with the United States at present.

No. 24. None known to me.

No. 25. Nothing, that I am aware of.

No. 26. Nothing but dried fruit.

No. 27. None at present under existing laws.

No. 28. The same size as American vessels. American boats would not sell here to an advantage.

No. 29. There are none. Steamships trading from London to Dublin and back twice a week, call at Falmouth also, between London and Liverpool, once a week. There is also a small steamer twice a week during the spring, summer, and autumn, between Falmouth and Plymouth; there are also three steamers referred to in answer to queries 20 and 21. There is only one mail packet in my consulate, which runs between Penzance and Scilly twice a week—a small sailing vessel, from 50 to 75 tons.

No. 30. Insured through brokers, by policy with underwriters in London or Liverpool, for the year, or a longer or shorter period. Good vessels insured from £6 6*s.* to £8 8*s.* per cent. per annum against all risks. In the event of a loss, the money is recovered through the agency of the broker effecting the insurance. If the policy is disputed when a loss occurs, it is recoverable by an action at law.

No. 31. No, not in times of peace, unless for their own protection, such as signal guns, and a few muskets. I am not aware of any letters of marque being granted during the present war, though it has been hitherto the policy of Great Britain to grant them.

No. 32. From officers in her Majesty's service, persons engaged in shipping, navigation, and callings incident thereto, and from personal observation.

Nos. 33 and 34. All books, pamphlets, &c., containing information respecting the above queries, and relating to Cornwall and statistics, maps, charts, and diagrams, which I have been able to obtain, were forwarded to your department in January last.

PLYMOUTH.

THOMAS W. FOX, *Consul*.

DECEMBER 20, 1853.

I lately received your circular of 8th October, annexed to various queries relating to the trade, ship building, &c., in this district. To many of the queries it has not been in my power to give replies; but I beg to hand you herewith replies and remarks on many of them, bearing on the subject matter as regards this port; and allow me further to state, that I believe in a few years there will be a considerable sale in England for United States timber suited to ship building, and other purposes. I have sent one of your circulars to my consular agents at Guernsey and Jersey, and will communicate to you the replies when received.

ANSWERS.

QUERIES No. I.

Ship building, &c.

Nos. 1 to 5. The laws and regulations in these respects are the same throughout Great Britain.

No. 6. Unable to ascertain this, as many vessels are built in creeks and coves where no agents reside.

Nos. 7 to 16. Same as Nos. 1 to 5.

No. 17. No.

No. 18. Same as generally used through Great Britain.

No. 19. No.

No. 20. Generally good.

No. 21. Fairly.

No. 22. Generally good carriers, but of course vary.

No. 23. Twenty years.

No. 24. Natives.

No. 25. Four shillings per day, and generally obtained by a system of apprenticeship with annually increasing wages.

No. 26. A government public dock yard at Devonport, port of Plymouth, cost unknown, extent about 70 acres; a very extensive steam yard is also building about half a mile from the dock yard, and to be connected by a tunnel, &c. No extensive private yards.

No. 27. Yes; several in the public dock and steam yards, and one private dock at Plymouth; the latter capable of accommodating a ship of 1,000 tons.

No. 28. The government public docks are generally allowed to be used by large foreign ships on application to the admiralty. The private one by all vessels on the same terms, by employing the owners (who are ship builders) to repair them.

No. 29. Yes; three. Two in Sutton harbor, one in Catwater, Plymouth, capable of taking up ships of 500 to 800 tons.

No. 30. No.

No. 31. No.

Nos. 32 and 33. The same as the principal ports in Great Britain and United States. Oak, red pine, and other durable woods would be used, provided the price did not exceed the cost of British or Baltic woods.

No. 34. The charge for building vessels, hull and spars only, to class eight years, A 1, £8 per ton, rising to £14 per ton for twelve years, A 1, and large ships.

No. 35. Yes; large ships preferred; the price according to quality, as in the answer above; for general use.

No. 36. Generally, from my own knowledge, after forty years experience.

No. 37. None that I am aware of.

No. 38. On the increase, from the general increase of the trade of Great Britain and demand for ships.

No. 39. Yes; considerable interest, and was increased by the schooner yacht "America," Commodore Stevens, there being many yachts owned out of this port.

No. 40. The information given respecting this consulate will apply generally to Great Britain.

QUERIES No. II.

Sailors in merchant service.

No. 1. This can only be obtained of the government in London, and will no doubt be supplied by the Legation.

No. 2. One per twenty tons; only two steam vessels belonging to Plymouth, (in coasting trade,) except a few small river boats.

No. 3. Only for going into and out of port, and vessels belonging to this port are not obliged to take a pilot in it, which is a regulation in many other ports.

No. 4. No, very rarely.

Nos. 5 to 21. The answers to these questions would be generally the same throughout Great Britain, the laws, rules, and regulations being general throughout the United Kingdom. I may, however, say, in reply to some, that the merchant seaman's hospital dues, which was a compulsory tax of one shilling per man per month, is now optional, and those only who subscribe get relief. Sailors are shipped and generally obtained through the government shipping office. British sailors rarely seek foreign employment except in American vessels, in which they do largely. Pilots and their apprentices are generally a distinct class from seamen. Seamen are exempt from civil and military duties generally, but liable to impressment in time of war. Alien sailors are now permitted to enter the British merchant service on same terms as natives, except as masters and mates.

No. 22. From my own knowledge.

No. 23. There have been none that I am aware of.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

Nos. 1 to 11. In answer to these questions I have to state, first, that the tonnage of British vessels belonging to, and of these and foreign vessels trading to and from the ports of this consulate, is included in the general returns made up periodically by the British government, which you will, no doubt, receive from the Legation in London. The only American vessel that entered at this consulate in 1852 was the "Empire," of 284 tons, from Matanzas with sugar, inwards, for one of the two sugar refineries here, and cleared in ballast.

No. 12. There are no tonnage duties or hospital money exacted, nor any local light dues; the charges being pilotage and anchorage only, unless the inner harbor (tidal) is used.

No. 13. The pilots are appointed and licensed by sub-commissioners of the "Trinity House," by whom the rates of pilotage are regulated according to the draft of the vessel. The pilots can generally be relied on for safety and knowledge of the duties entrusted to them.

No. 14. The same as all other ports in Great Britain; no fees allowed to be charged. The quarantine is, generally, merely nominal.

No. 15. There are at Plymouth a parish and a district county hospital, into which American and other foreign seamen are admitted by the consul engaging to pay for the medical attendance given them, maintenance, &c.; in the former, the cost is about two shillings, and, in the latter, three shillings per diem; the medical and surgical attention very good, especially in the latter.

No. 16. Answered above, in the affirmative.

No. 17. Very simple; the pool and wharfage dues on vessels about $2\frac{1}{2}d.$ per ton; no fees allowed, and no difference in charge whether British or foreign.

No. 18. Every facility granted in landing and inspection of baggage; passports not much looked after; no fees.

No. 19. Storage $4d.$ to $8d.$ per ton, per week, according to nature of merchandise; drayage and portorage, landing and storing, $1s. 6d.$ to $3s.$ per ton.

Nos. 20 and 21. In various parts of England and Scotland, and the fuel used is coal from Wales, Newcastle, Sunderland, &c.

No. 22. Increasing, from the general increase of trade in Great Britain, under free trade laws.

No. 23. The navigation and commerce between the United States and this consulate, for the last thirty years, have been too trifling to state a variation.

Nos. 24 to 26. The answer to No. 24 can best be given by the Legation; this port and district export scarcely anything. Grain and flour may be sometimes advantageously imported here from the United States.

No. 27. The foreign and colonial carrying trade is open to all the world, and the coasting would probably be so, also, to American vessels if that government would allow the same to British vessels.

No. 28. Such as generally used by British vessels, price $12s.$ to $16s.$ per foot for duck built boats. I do not think American built boats would sell profitably.

No. 29. There are two lines of mail steamers from Plymouth monthly: one to Cape Verd, Cape of Good Hope, Mauritius, Ceylon, Madras, and Calcutta; the other to the west coast of Africa. Each of them have a contract sum from the government for carrying the mails; they also carry goods and passengers on private account.

No. 30. Generally done in London through brokers. There is, however, a small insurance company, or club, on the mutual principle, at Exeter; losses and averages recovered by the same rules as Lloyd's and in the United States.

No. 31. Not allowed in time of peace, but in time of war letters of marque are often granted, and commissions to privateers. Captures are disposed of by being first condemned in the admiralty court, on proof of enemies' property, and then sold.

No. 32. Generally from my own knowledge.

No. 33. None that I am aware of.

No. 34. The only material alteration from former years is a general increase of trade throughout the country; and which has been greatly promoted by the free trade measures, passed four or five years since. The trade of this port is principally confined to the importation of stores

for the naval yard, and of goods generally required for the population of this neighborhood and towns in the surrounding district, containing a population of 200,000 or more; for, not possessing manufactures, there is very little export trade from hence.

GUERNSEY.

JOHN LE MARCHANT, *Consular agent*.

JANUARY 11, 1854.

Answers to Queries of Circular to Consuls of October 8, 1853.

QUERIES No. I.

Ship building, &c.

No. 6. Three.

No. 7. Oak for timbers, and generally for the inside; fir for outside planking and decks, obtained principally from the Baltic and Bremen, a small quantity from England; also Canadian elm.

Price of English oak, 4s. per cubic foot. Price of Baltic oak 2s. 9d. a 3s. 3d. per cubic foot. Dantzic planks £7 a £9 per load of 50 cubic feet. British planks £10 a £12 per load of 50 cubic feet. Canadian elm £4 per load.

No. 8. Baltic spars. Price 6s. a 9s. per running foot, 18 inches diameter; about 2s. per running foot, 12 inches diameter, and less for smaller sizes.

No. 9. Yellow metal for vessels in foreign trade, price about 13d. per pound, and iron for other vessels.

No. 10. Copper sheathing is no longer used, yellow metal is substituted, and obtained from England; price 11d. a 14d. per pound.

No. 11. Ship timber is not seasoned here, except by keeping.

Nos. 12 and 13. There are none.

No. 14. Oakum is generally imported from Russia; price about 20s. per 100 pounds.

No. 15. Of cordage made here, of hemp imported from Russia, price about 48s. per 100 pounds.

No. 16. Made here, of British manufactured canvass.

No. 17. There are no vessels here of a particular rig.

No. 18. British manufactured anchors and chain cables are used. Blocks are made here.

No. 19. No.

No. 20. Guernsey built vessels are a class of vessels equal to any others.

No. 21. Vessels in foreign trade are generally considered fair average sailors.

No. 22. Vessels in the foreign trade carry from 40 to 50 per cent. more than their measurement, except those engaged in the fruit trade, which, from being sharp built vessels, exceed only about 25 per cent.

No. 23. From fifteen to twenty years.

No. 24. Shipwrights are almost exclusively natives and British.

No. 25. Shipwrights' wages are 3s. a day, working in the yard, and 3s. 6d., working in the harbor; ship builders generally obtain them when wanted, but sometimes they are short of hands.

No. 26. There are three small private ship building yards in Guernsey, situated at a short distance from high water mark, but having a public road between, and in which scarcely more than one vessel can be built at the same time.

No. 27. There are no docks ; vessels are usually repaired in the harbor, which, being a dry one, facilitates the work.

No. 28. See the two preceding answers.

No. 29. No.

Nos. 30 and 31. None but ordinary.

Nos. 32 and 33. Oak and elm, to a very limited extent, if prices permitted it.

No. 34. The average for hull and spars, from £9 to £10 per ton for good and well built vessels, and £11 to £12 for high class vessels.

No. 35. American vessels would not be likely obtain a sale in Guernsey.

No. 36. From persons holding official situations, from retired masters of vessels, and ship builders.

No. 37. Neither books nor pamphlets have been published here.

No. 38. There is no great difference in the amount of shipping between one year and another, and vessels are merely built to replace those which have been lost ; however, rather on the increase.

No. 39. No.

QUERIES No. II.

Sailors in merchant service.

No. 1. There are about 1,000 seamen in the Guernsey merchant service, whereof about one-half are in the foreign trade, and one-half in the trade to the United Kingdom, or home trade ; there is neither coasting nor internal trade. The seamen are mostly natives and British ; not above one in forty are foreigners.

No. 2. From six to seven men, in vessels under 100 tons ; from eight to twelve men, in vessels from 100 to 250 tons ; from thirteen to fourteen men, in vessels from 250 to 350 tons, in foreign trade. From three to four men, in vessels under 50 tons ; from six to ten men, in vessels from 50 to 200 tons, in home trade.

They have no other officers but a mate ; some of the largest ships have a second mate. There is only one small steam vessel belonging to Guernsey, which plies between this and Alderney.

No. 3. Pilots are employed for coming in and going out only.

No. 4. No.

No. 5. Regulated by act of Parliament, 13 and 14 Victoria, chapter 93.

No. 6. None ; owners generally provide for their sick seamen.

No. 7. The master generally engages them himself, there being no shipping master here.

No. 8. They do not.

No. 9. No.

No. 10. Regulated by act of Parliament, but masters generally agree with their men, and the agreement is entered on the ship's articles. Some allow a limited quantity of spirits, others do not give any ; provisions are provided by the owners ; the payment and forfeiture of wages are regulated by act of Parliament.

No. 11. Regulated by act of Parliament ; men receive one month's advance.

No. 12. They are bound to complete the intended voyage according to the articles subscribed to, and to act of Parliament, 13 and 14 Victoria, chapter 93.

No. 13. That contained in the above cited act.

No. 14. There are generally a sufficient number to supply the demand.

No. 15. From all parts of the island, and youths from all kinds of employments enter the merchant service. The system of apprentices has been abolished ; there are no local fisheries ; and pilots are a distinct class of seamen.

No. 16. Cannot say, there being no naval establishment here.

No. 17. Yes.

No. 18. No.

No. 19. Yes, to a limited extent.

No. 20. The general character of Guernsey seamen is good. Officers must undergo an examination, some are well skilled in navigation.

No. 21. They study the system of navigation which is adopted in England ; they use quadrants, sextants, and nearly all who are in the foreign trade have chronometers. The instruments are generally obtained from England.

No. 22. From retired masters of vessels.

No. 23. Neither books nor pamphlets have been published here.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. 56 Guernsey vessels, 8,708 tons, in foreign trade ; 70 Guernsey vessels, 7,195 tons, in home trade. There is no internal trade.

No. 2. 5—534 tons.

No. 3. 35—3,712 tons.

No. 4. None.

No. 5. 58 French, 2,338 tons ; 11 Swedish, 1,551 tons ; 5 Prussian, 845 tons ; 1 Dutch, 137 tons ; 1 Spanish, 85 tons ; 4 Danish, 313 tons ; making a total of 80 vessels, 5,269 tons.

No. 7. Guernsey vessels trade in many of the principal ports in Europe, to the West Indies, Brazils, Cape of Good Hope, Ceylon, and Australia, principally on freight. Ten or twelve sharp built schooners make three or four voyages during the season to the Azores and back to England, at about £8 per ton, leaving this about the fall of the year. None trade regularly to a particular port, except one small schooner to Rotterdam.

No. 8. There is no coasting trade. The home trade consists principally in vessels carrying stone and other produce of the island to England, returning with coals, manufactured goods, and waxes, for the consumption of the island. Wines for British account are also sent here to be bottled and kept till fit for use, when they are shipped for England as wanted. All trade between this island and the United Kingdom, and with Alderney and Jersey, must be carried on in British registered vessels ; many of the smaller cutters trade also with Alderney, Jersey, and with the neighboring ports in France.

No. 9. There is no internal trade.

No. 10. The produce of all parts of the world may be imported into Guernsey in foreign vessels from all places, the United Kingdom alone excepted.

No. 11. No.

No. 12. No light or hospital dues are payable here. The only dues exacted are those contained in the annexed ordinance of the States of the island.

No. 13. Pilots are licensed and paid according to a local ordinance of the States of the island.

No. 14. The quarantine laws are enacted by Parliament ; no fees or charges are payable here.

Bills of health are required to be attested by the British consul ; and if there be none, by two British merchants.

Nos. 15 and 16. There is no marine hospital here, but sick sailors of all nations may be admitted in the parish poor-house on application by the master of the vessel, at 1s. 6d. per diem ; the medical attendance is good.

No. 17. Under the direction of the harbor master.

No. 18. Passengers may land anywhere ; no passports are required ; their baggage is not subject to inspection, and no fees are exacted.

No. 19. Storage, from 6d. to 9d. per ton per month ; drayage, 1s. 3d. per ton.

Nos. 20 and 21. There is only one paddle-wheel steam vessel of 50 tons belonging to Guernsey.

No. 22. Remaining much in the same state, with very little variation.

No. 23. There is no trade carried on with the United States.

Nos. 24 to 27. I know of none.

No. 28 Those generally required according to the tonnage of the vessel ; the cost is from 12s. to 15s. per foot. American boats would not be likely to sell.

No. 29. No.

No. 30. A mutual insurance company is established here, to which most of the vessels belong ; in case of loss, or average, a proportionate rate is levied on all vessels belonging to the company, according to the value at which they are rated, to make good the loss ; owners of vessels not belonging to the company generally insure in London, or run their own risks.

No. 31. Regulated by act of Parliament.

No. 32. From persons holding official situations, from official documents, and from retired masters of vessels

No. 33. Neither books nor pamphlets have been published here.

SOUTHAMPTON.

JOSEPH R. CROSKEY, *Consul*.

JULY 31, 1854.

In compliance with your instructions, I have the honor to submit the accompanying papers and documents, containing information obtained by me, relative to ship building, sailors in merchant service, shipping, navigation, tonnage, &c., &c., within the limits of the United States consulate at Southampton, Portsmouth, Cowes, &c.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 7. Oak is principally used in this district for ship building. The New Forest, one of the largest forests in England, is in the immediate vicinity, whence oak is easily attainable ; consequently, in this district, native oak is chiefly used for the purposes of ship building. Vessels built in this district, either from the superiority of the timber or the reputation of the builders, usually rank high at Lloyd's for a longer period, or more easily obtain an extension of time for continuing ; classed higher than vessels that are built in other parts of Great Britain. The decks of vessels are frequently made of fir, imported from America. The cost of ship timber varies considerably, according to quality and description. Timber exclusively applied for ship

building purposes, unless it be fir, or sawn, split, or otherwise dressed, is free of duty. Timber, not being deals, battens, board, oars, handspikes, staves, lath wood or other wood, sawn, split, or otherwise dressed, (except hewn,) is liable to duty of 7s. 6d. the load of 50 cubic feet. If from British possessions, to 1s., and 5 per cent. additional the load of 50 cubic feet. The best oak timber for ship building is now fetching, at the yard, from 1s. 6d. a 6s. per cubic foot. Two and a half inch oak plank is worth from £8 a £11 per load of 240 superficial feet. Fir, for ship building, now averages 1s. 9d. per cubic foot, but the prices vary as the quality varies; and at this present time prices range high for timber of all kinds, notwithstanding the reduction of duty on foreign timber.

No. 8. The timber commonly used for masts and spars is either fir or pine, and imported from Russia, Norway, and America. The lower masts are generally made of the yellow, and the top masts and smaller spars of the red pine. The prices of masts and spars vary considerably according to the quality and description. Good masts and spars always command high prices, and now they are particularly dear. Masts from foreign countries are liable to a duty of 7s. 6d. per load of 50 cubic feet, and from British possessions to a duty of 1s., and 5 per cent. the load. The duty on spars varies according to length and diameter. From foreign countries, if under 22 feet in length and 4 inches in diameter, the duty is 6s. per 120. If from British possessions, 6d., and 5 per cent. the 120. Foreign spars, 22 feet and upwards in length and 4 inches in diameter, the duty is 12s. the 120. If from British possessions, 1s., and 5 per cent. the 120. Foreign spars of all lengths, 4 and under 6 inches in diameter, the duty is £1 4s. the 120. If from British possessions, 2s., and 5 per cent. the 120.

No. 9. Copper, iron, and wood are chiefly used as fastenings for ships. Copper bolts are 1s. 2d. per lb.; yellow metal, 11d. per lb.; iron bolt, bar, 10s. a 18s. per cwt.; treenails, 75s. per 1,000, 18 inch. Copper, iron and treenails are admitted free of duty.

No. 10. Copper sheathing is used; there are, however, other varieties of metal, or rather combinations of metal sheathing used; there are, also, various compositions used for covering the bottoms of iron ships. The average price of copper sheathing is 1s. 2d. per lb. Of yellow metal and other combinations of metal, 11d. per lb. Wetterstedt's patent, £2 9s. per cwt. The compositions, applied by a brush to the bottoms of iron vessels, average from 40s. a 60s. per cwt. Peacock's composition used in this district and sold at 56s. per cwt.

No. 11. The timber used for building ships in this district is usually surveyed by competent persons before it is felled. When felled, it is prepared for storing, and seasoned by being kept dry and well ventilated till fit for use. There are processes adopted by some persons for seasoning timber, but they keep the secret to themselves, and either season timber for others or sell the material for the purpose. Sir William Burnett's patent process is much advertised, and the following are some of its peculiarities and advantages:

Its effects on wood.—It hardens and improves the texture. It enters into permanent chemical combination with the ligneous fibre, and does not come to the surface of the wood by efflorescence like other crystalline salts, and no amount of washing or boiling in water will remove the chemical compound so formed. It preserves wood and other articles from the adherence of animal and vegetable parasites, and also from the attacks of insects. It completely preserves wood from wet and dry rot. It renders wood perfectly unflammable when used of a certain requisite strength.

Its effects on canvas, cordage, &c.—The preparation preserves these articles from mildew and

rot. It renders them more pliable; does not, in the slightest degree, discolor them, and washing or boiling in water will not remove the combination from their fibres.

Its effects on bilge water.—It completely neutralizes the offensive effluvium arising from bilge water on board ships.

Its effects on metals.—Iron or other metals are not oxidated or dissolved either when immersed in the solution or imbedded in wood prepared in it.

Sir William Burnett's method is to impregnate the timber with chloride of zinc. Mr. Ryan's process of forcing a solution of corrosive sublimate into the pores of the wood is alleged to have failed in preserving timber exposed to the action of the sea water. Creosote, obtained from the distillation of tar and applied in the form of gas, by which it may be made to penetrate to the heart of the largest logs, has the property of rendering wood exceedingly hard, so much so as to make it difficult of being worked. Coal tar is considered much more efficacious than vegetable tar in preserving ship timbers.

No. 12. There are not, strictly speaking, in this district any public depositories where ship timber is for sale. The ship builders have, most of them, yards of their own, in which they deposit the ship timber they purchase for their own purposes. The place for the growth of oak in this district being so near to the ship building yards no depositories are requisite. Periodical sales of oak timber take place in the New Forest and neighborhood, close to the place where it is felled, and the purchaser removes it to his yard at his convenience, within a given time, or resells it to the ship builders. Great quantities of oak timber are shipped from this district to the ship building yards in the north of England, as well as to other parts of the United Kingdom.

No. 13. There are bonding yards and ponds for foreign grown timber, which are subject to the regulations of the customs, in which any importer can deposit timber liable to duty, such timber being subject to a charge for storage in the yard pond, according to a scale to be agreed upon between the importer and the owner of the yard, &c.; these yards and ponds are the property of individuals or companies. The Southampton Dock Company have both, in which foreign timber is deposited.

No. 14. Oakum and pitch are the materials used in caulking in this district. Oakum costs from 21s. to 28s. per cwt.; pitch, 7s. 6d. to 10s. per cwt.

No. 15. Hemp rope is chiefly used for rigging in this district. Manilla rope is somewhat used. Wire rope very little used. The General Screw Steamship Company, who make Southampton their port of departure, have wire rope standing rigging, in some of their vessels, and from its strength, and not being so liable to stretch as hemp rope, it gives satisfaction. The prices of hemp rope vary according to description and quality, from 42s. to 78s. per 112 lbs. Manilla rope from 60s. to 96s. per 112 lbs. Wire rope standing rigging 56s. per 112 lbs. plain. Wire rope galvanized, 66s. the 112 lbs.

No. 16. The sails are generally made of linen sail cloth, manufactured in different parts of the kingdom. The sail cloth mostly used in this district is manufactured in Somersetshire, a neighboring county; the price varies from 9d. to 1s. 6d. per yard, according to width and quality. Sails of all descriptions are admitted free of duty.

No. 17. I do not know of any peculiarity of rig in British vessels differing from the rig in vessels belonging to the United States.

No. 18. The anchors in use are the ordinary anchors and Porter's patent anchor, which is similar in shape to the ordinary anchor, the peculiarity of which consists in given to the arms

and flukes a freedom of motion round a pivot or fulcrum at the end of the shank, thus departing at once from the rigidity usually observed in the construction of anchors. The arms and flukes are forged wholly independent of the shank, and have a hole drilled transversely through the centre for the reception of the iron bolt, which connects them with the shank. The effect of this construction of a swivel anchor is, that when one fluke enters the ground the other necessarily falls down upon the shank, thereby avoiding the danger incident to the upward projection of a sharp point. The objects designed to be attained by this new construction are said to be mainly the two following: the avoidance of the consequence of what is called "fouling," by the cable passing over the exposed fluke of the anchor when the vessel is swinging in a side way; and the avoidance of injury to the vessel itself in the event of falling on her anchor. The following are the peculiarities and advantages of Porter's swivel anchor: It is almost impossible to foul it; it bites quickly into the most stubborn ground; it holds on to the shortest stay peak; it cannot lodge on its stock end; it presents no upper fluke to injure the vessel herself or other in shoal water: it cannot injure vessels' bows when hanging a cock-bill, as merchant vessels find a convenient practice; it is not so likely to break off an arm or part in the shank as anchors with fixed flukes do, because the construction of these arms can be of continuous rod-iron, and the fulcrum of leverage is so much nearer the ring, owing to the pea of the upper fluke closing upon the shank. It is a most convenient anchor for stowing inboard on a voyage, as the flukes can be easily separated from the shank and passed into the hold; it can as easily be transported by two boats when one would be distressed by the whole weight; it produces the desired effect of ground tackle at one-twentieth less weight.

No. 19. I am not aware of any peculiarities different from the United States as to the shape of rudders or the mode of steering in British vessels.

No. 20. British vessels are generally considered safe vessels.

No. 21. With the exception of American vessels, British vessels are more speedy than the vessels of any other country. In this district a class of schooners are built which, on account of their speed and good sailing qualities, are much employed in trading to the Western Islands, Saint Michael's and the Mediterranean, for fruit and other articles that cannot stand a long voyage without being deteriorated in quality. The steam vessels, however, take a large proportion of this trade now.

No. 22. In British merchant vessels everything is sacrificed to the capacity for cargo; the cabin and state-room, except when intended for the conveyance of passengers, are in general small, and ill ventilated—every inch of space in merchant vessels being made available for cargo—and though the law gives nine superficial feet on the floor as the space for each adult seaman, yet the fore-castle, even in vessels of large burden, is not often much better than a dog-kennel.

No. 23. English built ships generally last a long time; some of the coasting vessels of this district are many years old. With ordinary repairs and the usual wear and tear a well built vessel of good materials will last seaworthy for twenty years in the foreign trade; but there is the greatest possible difference in the materials of which different ships are built, in the mode in which they are built, and the wear and tear to which they are exposed; it may be presumed that the condition of ships built of similar materials, on the same plan, and employed in the same department of trade, will depend materially on their ages; but a thousand circumstances conspire to defeat this presumption, and it would be absurd to suppose that it should apply at all in the case of ships constructed of different materials and employed in different lines.

No. 24. The shipwrights of this district are British subjects.

No. 25. The wages of shipwrights in this district range from 4s. 6d. to 6s. per diem. Plenty of workmen are to be obtained in the vicinity of ship building yards; the wages at the present time are 5s. per diem.

No. 26. There are government ship building yards at Portsmouth, covering many acres in extent, but the cost cannot be ascertained. There are private ship building yards at Southampton, as follows: one called "Northern ship yard," the property of Messrs. Wigram, covering about sixteen acres; one called "Belvidere ship yard," about two acres; one called "cross house ship yard," comprising about half an acre, and a ship yard at Peabridge, comprising about eight acres, besides one or two smaller yards. There are three private yards at Cowes, one at Lymington, two at Gosport, one at Weymouth, two at Poole, and one at Christchurch, but the cost of these yards cannot be ascertained.

No. 27. Vessels are received at the private ship yards to be repaired. Vessels are also received into the graving docks of the Southampton Dock Company, and into the graving docks at Cowes, belonging to the Messrs. White. These graving docks are of sufficient dimensions to accommodate the largest class steam vessels. The cost of these docks and yards cannot be ascertained. The land of the Southampton Dock Company comprises about 175 acres, near to the terminus of the London and Southwestern railway. The first or tidal comprises about sixteen acres, water area. It has a depth of 18 feet low water springs; the average rise of the tide is 13 feet; its quay frontage extends to 3,300 feet, and it is surrounded by extensive bonded warehouses, vaults, sheds, and cellars. The second or close dock (the first of a series intended to comprise three others of still larger dimensions) contains a water area of ten acres, with an average permanent depth of 23 feet water. It is surrounded, like the open dock, by bonding warehouses, sheds, vaults and numerous cranes. Wagons, on tramways from the adjacent railway terminus, run to and from the quays, both at the docks and town quays, alongside the vessels. In the open docks are powerful sheers, tested to the weight of 50 tons, for the shifting of boilers and heavy machinery of steam to vessels, masting ships, &c. Attached to the wet docks are three large graving or dry docks, of the following dimensions:

1st. 450 feet long, 80 feet gates, and 25 feet depth of water over blocks.

2d. 344 feet long, 66 feet gates, and 18 feet depth of water over blocks.

3d. 256 feet long, 51 feet gates, and 13 feet depth of water over blocks.

Large ships of from 1,000 tons in the smallest, up to 5,000 tons in the largest, can be docked and undocked with a facility unknown in most other ports. This is owing to the second high water peculiar to Southampton, which keeps the tide high for about two and a half hours. Four steam engines are employed in pumping out the water from these graving docks. The charges for docking and undocking are fixed by a tariff, varying from £25 for vessels of 1,000 tons to £100 for vessels of 5,000 tons; smaller vessels from £10 for 300 tons, and so on in proportion. At Cowes there are the under mentioned graving docks belonging to Messrs. John & Robert White:

Medina dock—Length, 267 feet; breadth, 62 feet; water at spring tides, 16 to 17 feet; water at neap tides, 13 to 14½ feet.

Thetis dock—Length, 140 feet; breadth, 52 feet; water at spring tides, from 12 to 13 feet.

From the complete arrangements of these premises, comprising above named, and a patent heaving-up slip, the repairs of ships can be effected with economy and dispatch.

No. 28. Vessels are built for foreigners and foreign ships are repaired at the private ship yards and graving docks, according to agreement between the parties, the government not interfering unless the vessels to be built or repaired belong to a power at war with Great

Britain. Foreign vessels are also entitled to the same privileges as British vessels as to a right of entry, and of being repaired in the graving docks of the Southampton Dock Company. The charge of using the graving docks is fixed by a tariff, as stated in the preceeding reply, No. 27, and depends upon the size of the vessel and the period occupied in repairing it in the dock. The charge at the private docks and slips might form part of the charge for repairs, if so arranged, and would depend upon the terms of the agreement entered into.

No. 29. Tramways extend from the terminus of the railway, at Gosport, to the government dock yards and wharves. Tramways also extend from the terminus at Southampton to the quays at the docks. The town quays and private wharves of the town are connected by tramways with the London and Southwestern railway. The railway also runs on the northern bank of the Southampton water for about four miles up to the head of the water, which it crosses by a viaduct.

No. 30. I do not know of any peculiarities in the stocks on which vessels are built in this district different from the stocks in ordinary use in the United States, or in launching vessels.

No. 31. I do not know of any machine, tools, or implements used in this district in the building or repairing of vessels which are not also in use in the ship yards of the United States.

No. 32. The following articles, used in ship building in the United States, might probably find a profitable market in the district of Southampton: Masts, spars, timber. The prices and duties to which these articles are liable are stated in the replies, Nos. 7 and 8, of this series. Well constructed, fast sailing ships, built in the United States, of the best materials, by first-rate men, would, no doubt, sell to more advantage than the materials used in ship building. The extent of the market need not be wholly confined within the limits of this district, as its proximity to London would place the ship owners and merchants of that city within easy communication, the distance being only 78 miles, and a two hours' journey by railway.

No. 33. I do not know of any article used in this district which cannot be procured or produced as cheap or cheaper in the United States.

No. 34. The price per ton for building vessels in this district ranges considerably according to the class and description of vessels. First class clipper schooners, built here, fetch a higher price than those built in other parts of England, from the fact that they are usually classed high at Lloyd's and for longer periods than vessels built in other districts. A schooner to class A 1, at Lloyd's, 10 years with a continuation, will cost, for building alone, irrespective of outfit, from £13 to £15 per ton; to stand 7 years, from £11 to £12 10s.; to stand 5 years, from £9 to £10 per ton. Ships of a lower class, and for the coasting trade, may be purchased at lower rates, according to quality and outfit. Vessels built in the United Kingdom under a roof, and which shall have occupied a period of not less than twelve months in their construction, are entitled to have one year added to the period prescribed for their continuing on the list of ships of the first description of the first class.

No. 35. American and other foreign built ships can be sold to British owners, who can then obtain for them British registers, and they can be employed in any trade open to British subjects. There are more sellers of ships than purchasers in this district, owing to its being a ship building district. The greater number of the vessels built here are for owners at other places, (vide the last two clauses of No. 32 reply as applicable here. There are more brigs and schooners built and sold here than any other description of vessels. The price per ton that could be obtained would depend mainly on the quality and construction, and in a great measure on the reputation of the builders. Vessels capable of a high classification at Lloyd's would, no doubt, command

good prices; but should Lloyd's surveyor not report favorably as to the character, the value of the vessel would in consequence be depreciated. A ship may be built of the very best materials, by the best workmen, and the builder may conclude that she is a good vessel, but unless one of Lloyd's surveyors has had the opportunity of inspecting her while in the course of construction, she might fail to be placed on the list as a vessel of the first description of the first class. The value of a vessel here is estimated according to its classification in Lloyd's Register. A ship standing A No. 1 a certain number of years can command the best of freights, which are denied to vessels that perhaps from chance are in an inferior class; and it is this command of freight that gives ships their value.

No. 36. The information in answer to the foregoing has been obtained by personal observation and inquiry made among the mercantile community and ship builders of this district, from official persons, and from the legislative enactments.

No. 37. The under mentioned books give information on the subjects herein referred to: The act of William IV, for regulating the mode of measuring a ship for tonnage; the act of Victoria, styled the Merchant Shipping Law Amendment Act, 1853; McCulloch's Commercial Dictionary, 1854.

No. 38. Ship building is on the increase in this district: at the government yards at Portsmouth, owing to the prospects of the war with Russia continuing; at the private mercantile yards, owing to the increase of commerce generally, arising from the alterations made in the British tariff, as well as from the fact of several large ocean steam navigation companies making Southampton the port for the departure of their vessels; at the yacht building yards, owing to the impetus given to the British yacht clubs by the yachts built in America, which have come to the country and proved their superior sailing qualities.

No. 39. The ready and advantageous sale in this district of the yacht "America," built in New York, proves that foreign improvements in ship building are eagerly sought after, her model being copied, or professed to be copied, in every yacht building yard in the district. Appended hereto is a printed paper giving an account of Lipscomb's patent improvements in the form of boats and ships. A vessel of about 50 tons is being built at Southampton, to be called "The Inclined Plane," for the purpose of having the scheme tested. The vessel is not near completion; when she is launched, an account of the trial will be forwarded.

No. 40. The information herein contained, so far as relates to the laws and customs, is applicable to England generally.

QUERIES No. II.

Sailors in merchant service.

No. 1. No authentic record has been kept of the number of seamen in the British-merchant service since the repeal of the act for the registration of British merchant seamen, and of the act for providing a fund for sick, disabled, and aged seamen, their widows and orphans. The number of British merchant seamen can only be estimated from the tonnage of the vessels in actual employment, and it is not practicable to give the information required, according to the forms of tables accompanying the queries of this series. The number of merchant seamen belonging to British vessels sailing in and out of this district may be estimated at 9,000; of which 5,000 may be said to be employed in the foreign trade, and 4,000 in the coasting trade, under which the internal trade is included. This does not, however, represent the number belonging to vessels registered in this district, but the number belonging to vessels sailing to

and from this district. Taking the average of seamen belonging to vessels registered in the district at five men per 100 tons, (*vide* reply to No. 1 of series No. III, for number of vessels and aggregate tonnage,) would give 3,500 seamen. To this may be added 3,000 for fishermen, watermen, and pilots—making a total of 6,500 men as belonging to vessels registered in this district. No correct estimate can be formed as to how many of these are natives or foreigners, but by far the greater proportion are natives. The aggregate number of seamen employed in British merchant vessels during 1853 was about 190,000, of which 10,000 were foreigners. It may, therefore, be assumed, that of the 9,000 seamen sailing in and out of this district in British merchant vessels, the number of foreigners among them would be in the same proportion, *viz.*, one in every nineteen men, or a total of about $473\frac{1}{3}$.

No. 2. The usual complement of a British merchant vessel is four men and one boy to every 100 tons of burden; but no legal provisions exist for regulating the number of men and boys to every 100 tons. Government when chartering ships require certain conditions as to the number of men per 100 tons of burden, the quantity of provisions, water, &c.; but in ordinary merchant vessels these are entirely matters of agreement, or in the discretion of the owners, for there is not, neither has there been, any legislative enactment regulating the manning of British merchant vessels, except as to the conditions regulating the proportion of foreign to British seamen, and even this restriction is now removed, owners of British merchant vessels being empowered to employ what countrymen they please, either as masters or men. The following are the customary officers of a British merchant vessel:

1st. The master; where there is not a ship's husband, or where the owner himself does not act, the master undertakes the duty of procuring the supplies and the crew of the vessel, and he has also, before sailing to look after the outfit of the vessel, and see that she is in sailing order. The master takes the bearing and distance of the last point of departure upon the land, and from that point the ship's reckoning begins, which is regularly kept by the chief mate in the log-book; but the master examines and corrects the reckoning daily. The master also attends to the chronometer and takes all the observations. The entire control and navigation of the ship is with the master, who gives the course and general directions to the officers of the watch, who must not make any important alteration without the special direction of the master. In the principal manœuvres of the vessel the master gives his orders from the quarter deck, the chief mate superintends forward, and the second mate assists amid-ships, or goes aloft with the crew. The ordinary day's work is under the superintendence of the chief mate, who, if requisite, acts under the instructions of the master. The master has the entire control of the discipline of the ship, and the complete direction of the internal arrangements. By the regulations of the Board of Trade, he must have attained the age of twenty-one years, and have served six years at sea, one year as first or only mate; and in addition to his qualifications in seamanship, he is expected to have a knowledge of invoices, charter party, bottomry, &c. His certificate bears a red seal. A master qualified to command ships and steamers of the first class must be able to work a lunar observation by both sun and star, double altitudes, &c.; also, to observe and apply the deviations of the compass, explain the nature of circle sailing, and be well acquainted with the higher branches of navigation and seamanship.

2d. The chief mate, or, as he is frequently called, the mate, is the active superintending officer of the vessel, who has to find every man something to do, and to see that it is done. He appoints work for the second mate to do. It is the mate's duty to examine all parts of the rigging, and in matters of importance to take the master's instructions thereon. In the working

of the vessel, when all the hands are called, the mate's place is on the fore-castle, where, under the general directions of the master, he commands the forward part of the vessel, and is the organ of communicating the master's orders to the men. The mate has also the charge of receiving, discharging, stowing and breaking out the cargo; he has to keep an account of all the cargo as it goes in and comes out. When the master is on shore, the chief mate is necessarily the commander of the ship for the time; but he has no right to punish a man during the master's absence, except in cases of exigency. The chief mate is not usually required to perform manual labor like the second mate and the seamen; he takes the command of the larboard watch; the second mate takes the command of the starboard watch; the chief mate is in some measure a confidential person, to whom the owners, shippers, and insurers look for special duties and qualifications. In case of the death or inability of the master to perform his duties, the chief mate takes command of the vessel. He must have attained the age of nineteen years, with five years' sea-time, one year of which as only or second mate. He must know how to stow a hold, keep the log-book, shift spars and sails, and the resources to be adopted in perilous cases. His certificate bears a blue seal.

The second mate takes the command of the starboard watch when the master is not on deck, and leads the crew in their work. He should know enough of navigation to keep the courses and distances during his watch, and record them correctly on the slate. He has charge of the ship when the starboard watch alone is on deck and the master below. When both watches are on deck the chief mate is the officer in charge, unless the master is on deck, as he commands in one watch as well as in the other when he is on deck. The second mate has the charge of spare rigging, blocks, sails, and small stuffs, as also of the implements requisite for working upon the rigging. The chief mate's duty, as superintendent of the work, is to provide a constant supply of such articles as are made at sea; but when provided, it is the second mate's duty to have them properly stowed away, ready at hand whenever wanted, and to look after them. He is expected to work like a common seaman, and ought to be the best workman on board, and able to perform the nicest and most difficult jobs, or show the men how to do them. When there is no third mate, the second has to see that the provisions and water are properly stowed away, ready at hand when wanted, and he has to open the provisions when required, and serve out the allowances of water and provisions to the crew, according to the scale ordered by the master and recorded in the articles of agreement. The second mate also remains in the hold during the reception and delivery of cargo, to superintend the stowing or breaking out. A second mate must be seventeen years of age, with four years' sea service. He must be able to write legibly and understand the ordinary rudiments of navigation and seamanship. His certificate bears a yellow seal.

The foregoing are the only officers on board British merchant vessels who, by the regulations of the mercantile marine act, are required to possess certificates, which are of two kinds, certificate of competency and certificate of service.

Certificate of competency.—Every master or mate engaging in either of such capacities for the first time on board a foreign going ship, on and after the 1st January, 1851, must pass an examination, regulated by the Board of Trade, when he will receive a certificate of competency. The master's certificate enables him to take charge of a ship of any size and in any trade. But the certificates of mates are divided into three classes, namely; first mate, only mate, second mate. The first mate may engage as such, whether first, second, or third. The only mate as first mate when there is no other, or as second mate when there is a first mate. The

second mate cannot engage as first mate or only mate but in cases where a first mate or only mate is also engaged.

Certificates of competency are also granted to those who have passed the examination under the regulations of the Board of Trade, 1845, and to those who produce certificates of having passed examination in the navy or the East India Company's service; and certificates of competency as first mates, without distinction of classes, to those who have obtained certificates as mates under the aforesaid regulations. An entry is made on the back of these certificates stating the class of examination already passed. Certificates of competency, whether of masters or mates, granted in exchange for existing certificates, bear a green seal.

Masters who have passed the higher examination under the new law will have certificates bearing a blue seal. All other masters' certificates bear a red seal. First mates' certificates bear a blue seal; only mates' a yellow seal.

Certificates of service are granted to all masters and mates who have served in those capacities prior to the 1st of January, 1851, upon their filling up a form which is to contain an account of their services. Certificates, whether of competency or service, may be cancelled or suspended when the possessor is convicted under the "mercantile marine act," and also if the possessor is reported unfit to discharge his duties through incompetency, habitual drunkenness, or tyrannical habits, upon an investigation instituted by direction of the Board of Trade, or a local board. This will prevent any person so deprived from serving in such capacity in a foreign going ship. The certificate of service will not qualify a master or mate to serve in any ship chartered by government, or in the ships of those companies which have hitherto required a certificate granted under the regulation of 1845.

Besides the officers named in this reply, there are in large vessels also third mates and other mates of inferior grades. They are appointed to relieve the chief and second mates of the inferior portion of their labors. The duties of masters, mates, and seamen in the British merchant service, cannot, however, differ in any material respect from those which are recognized in American vessels; the sameness of language must render the terms peculiar to sailors common to both services, and the methods of management, modes of discipline and usages must naturally assimilate, considering that both have sprung from the same origin, and that their laws and customs are based upon the same principles. There are various ranks, such as boatswains, quartermaster, carpenter, steward, cook, &c., &c. The seamen, or men before the mast, are divided into three classes, viz: able seamen, ordinary seamen, and boys; this latter denomination includes those hands who have not been accustomed to the sea service, irrespective of age or size.

No. 3. Pilots are employed usually for vessels going in and out of port, and it is compulsory on the masters of all foreign going ships, trading to or from British ports, to employ a pilot both going in and out of port, except in the case of a master or mate licensed under the provision of 12 and 13 Victoria, chapter 88, to pilot his own vessel. Pilots are paid by a scale according to the depth of water the vessel draws. No distinction is made as to foreign or British vessels, except as to those belonging to countries which deny to British vessels the privileges possessed by their own vessels as to pilotage or the charges thereon. Appended are the tables of rates of pilotage for this district.—(See series No. 3, queries 12 and 13.)

No. 4. It is not usual to employ a supercargo, most merchants having correspondents or agents at all the leading foreign ports. When supercargoes are employed, it is generally with a view of opening new sources of commerce.

No. 5. Numerous statutes have been passed by the British legislature, having for their object the "encouragement and protection of seamen," notwithstanding which desertions increase rather than diminish. The act for the relief and support of wounded and disabled seamen, and the widows and children of such as are killed or drowned in the merchant service, usually called the "Merchant Seamen's Fund Act," has entirely failed in its intentions, and an act (the 14 and 15 Victoria, chapter 102) has been passed, having for its object the winding up of this fund, many of the local boards having no means of providing pensions or assistance to seamen; and these pensions are now undertaken to be provided by government from the remnant of the funds, aided by grants from the public treasury. The 7 and 8 Victoria, chapter 112, has been repealed in most of its provisions, they having been found inadequate for the purposes for which they were intended, and the several acts and laws relating to British merchant seamen are now being amended by Parliament for the purpose of being consolidated into one statute, to be called the "Merchant Service Consolidated Act." The present regulations respecting British merchant seamen are contained in the undermentioned acts of Parliament:

11th Geo. IV, ch. 20; 5th and 6th William IV, ch. 19; 7th and 8th Victoria, ch. 112; 8th and 9th Victoria, ch. 116; 11th and 12th Victoria, ch. 29; 13th and 14th Victoria, ch. 93; 14th and 15th Victoria, ch. 96; 14th and 15th Victoria, ch. 102; 16th and 17th Victoria, ch. 131.

The Board of Trade have the entire control and supervision of all matters relating to the British mercantile marine, and under them are local marine boards at sixteen of the principal ports of the United Kingdom, and shipping masters at every port. The local boards examine masters and mates for certificates of competency, and superintend and regulate matters connected with the merchant shipping frequenting their respective ports. The shipping masters have the supervision of the engagement and discharging of crews, adjustment of disputes referred to their arbitration, recording the character of the seamen discharged at their office, examination of log-books, supplying the requisite legal forms for the use of ships, transmission of returns to the Board of Trade, &c., &c. The leading principles of the regulations may thus be stated. Examination into the competency and character of those interested with the charge of ships, cargoes, and crews. Regulations for the engagement and discharge of seamen, the advance and settlement of wages, victualling, berthing, discipline while serving, and keeping records of the character of the seamen. No doubt some benefits have arisen as respects masters and mates, in requiring of them a certain amount of professional skill and competency, but the frequent changes in the laws of late years make it questionable whether the benefits promised to the men for obtaining prompt redress for imposition or injury, of procuring speedy payment of wages at the termination of a voyage, and being victualled on a liberal scale, have yet been realized.

No. 6. No local provision is now made for sick or disabled seamen, nor is there now any government compulsory measure for that purpose. Masters and men who have contributed to the fund (referred to in the foregoing reply No. 5) before the 8th August, 1851, may, if they choose, continue to contribute; but those who did not contribute before that day, are not allowed now to contribute, and have not any claim on the fund. The rates of contribution are 1s. per calendar month for seamen, and 2s. for masters. These contributions are recorded on tickets issued to seamen in lieu of the register tickets, and they are called fund tickets. For these contributions seamen, if decrepit or worn out by age, or who, by wounds, sickness, or accident while in service, have become permanently incapable, are entitled to a pension of £3 8s. per annum, something more than 2*d.* per diem or 1*s.* 3½*d.* per week. If a seaman is drowned, slain, or dies of some

sickness peculiarly incident to the service, or has contributed twenty-one years, his widow is entitled to £2 4s. per annum, and each child, not exceeding four, to £1 2s. per annum, so that a seaman, however numerous his family, cannot receive more than £3 8s, but his widow, if with three children, may get £5 10s.

Masters and their widows and orphans are entitled to double the foregoing allowances. Seamen of all nations, if ill, and requiring medical treatment, on presenting themselves, are received into the Dreadnought hospital ship, in the river Thames, and would be received into any hospital in the district, and attended free of charge. Besides the fund before alluded to, there is the Trinity fund, available for aged and disabled masters and their widows. Provision is made for pilots out of this fund, to which they have to contribute 5 per cent. of their earnings as pilots. Since the failure of the merchant seamen's fund, a very useful society, entirely supported by voluntary subscriptions, has arisen, called the Shipwrecked Fishermen and Mariners' Society; by which every fisherman or mariner who subscribes 2s. 6d. per annum is entitled to receive from 30s. to £4, according to the number of years he has contributed, to provide, in part, for his boat, nets, or clothes, should he lose them at sea; and in the event of his death, his widow and children would be entitled to receive, in proportion to the number of years contributed, from £3 to £16.

No. 7. British sailors are easily obtained at any port; and they are shipped before the shipping master, who is usually the collector of customs.

No. 8. British sailors will enter any service where they are well paid and kindly treated; but they prefer sailing with those who speak the English language, and whose manners and habits assimilate with their own. The British government endeavors to discourage it as much as possible; but, except in cases of vessels-of-war belonging to nations at war with Great Britain, there is no enactment against it. A British sailor on board a foreign vessel cannot obtain redress of grievances committed against him while on board, unless the vessel is within the control of British authority, and the British law has been infringed.

No. 9. British sailors are not, to my knowledge, usually employed in foreign vessels trading to this district. There are, doubtless, many British sailors in foreign vessels; but, as they speak the language of the country whose vessels they are in, and assimilate themselves in manners and appearance to those with whom they sail, it is difficult to speak precisely on the subject.

No. 10. The rations and allowances to sailors in the British mercantile service depend upon the nature and length of the voyage, and is a matter of contract between the master and crew; and the scale agreed upon must be inserted in the agreement, and approved by the shipping master, before whom the agreement is made, and the articles signed; and a copy of this agreement is to be exhibited during the voyage in some part of the ship accessible to all the crew. Whatever stipulations are to be adopted are to be fully discussed and explained by the shipping master to the crew; and the shipping master is to caution seamen, before signing the agreement, of the penalties they incur if they give a false name of themselves, or of the ship they last served in. The shipping master is also to require the production of the discharge from the last ship; and such as have produced their register tickets may have the numbers thereof inserted in the agreement if they so desire. The numbers of all fund tickets must be inserted in the proper column. If the provisions fail, and the crew be put on short allowance, they are entitled to a money allowance in lieu of the provisions, viz: 4d. per day if the reduction is one-third, and 8d. per day if more than one-third; and if the provisions are deficient for the voyage,

and unfit for food, any three or more of the crew may make complaint, if in a port of Great Britain, to the customs; if at a foreign port, to the British consul, or other competent authority; and the master would be liable to punishment for misdemeanor, which subjects him to imprisonment or fine, unless the defect is remedied. If the vessel is bound to any port out of Europe, except those in the Mediterranean, or on the east coast of North America, or on the Atlantic north of 35° of latitude, lime or lemon juice, sugar, and vinegar must be served out on the eleventh day after salt provisions have been commenced, and continued until the arrival at some port where fresh meat can be procured, or to the end of the voyage—the lime or lemon juice and sugar at the rate of half an ounce of each daily to each person on board, and the vinegar at the rate of half a pint weekly to each person.

Circumstances vary so greatly in the different trades and climates, that it is found no general scale of provisions would be applicable for all, but, during long voyages, lime juice, sugar, and vinegar, must be provided, and scales and weights kept on board to weigh the provisions as they are served out. The scale of provisions during foreign voyages has to be approved by the shipping master at the time of the articles of agreement being executed, and it is his duty to see that the requisite articles of good medicine, &c., are on board. Attached is an official form of copy of agreement to be made accessible to the crew, with the abstract of certain statutory provisions, and a list of fines, &c.

No. 11. Medicines and medical attendance, when requisite, are to be provided for men in the British merchant service, at the expense of the owners. Every foreign going ship, carrying one hundred persons, or where the voyage is estimated to extend over twelve weeks, and there are fifty persons or more on board, shall carry a duly qualified medical practitioner. British merchant seamen are expected to provide themselves with a sufficient stock of clothing for the voyage. Masters of vessels, on long voyages, usually take with them a stock of clothing wherewith to supply such of the crew as may be in want, the value of which is deducted from the pay at the termination of the voyage; the profit, if any, on such sale is the perquisite of the master. Advance notes are usually made, by which seamen are enabled to procure the requisite outfit, payable three days after the ship shall have sailed with the seamen on board.

No. 12. No British seaman can be legally discharged from his ship while in a foreign port, so as to be left there, without his own consent, or the sanction of some competent functionary, usually the British consul. British vessels are compelled, by law, to bring home distressed British subjects from foreign ports, for which they are allowed to charge a certain rate per head per diem, the amount for which is receivable through the admiralty from government. If it is a seaman who has been wrongfully left behind, there is a remedy at law against the owners of the vessel from which the seaman was discharged for the recovery of the expenses attending his conveyance home, clothing him, or the burial of his body, &c.

No. 13. British seamen in the merchant service are liable to penalties under the statute for certain offences therein specified. They are also liable to fines and forfeitures for breach of discipline, the regulations respecting which may have been mutually agreed upon between the master and crew, and inserted in the articles according to the form appended to No. 10 reply. It is considered that, in cases of disobedience or disorderly conduct, the master may correct them in a reasonable manner; but, in the event of a master abusing his authority, he would have to answer at law for the consequences, and, though the master may be justified in using force to restrain the commission of crime, he has no judicial authority or right over the criminal to inflict punishment, but is bound to secure his person and bring him to a competent tribunal.

No. 14. The rapid increase of shipping, particularly of steam vessels, has greatly increased the number of seamen; but many men so designated consist of stewards, waiters, stokers, coal trimmers, &c., who know nothing of seamanship. The following table exhibits the increase in shipping and men in the British empire, from the close of the late war to the end of 1852 :

Years.	Ships.	Tons.	Men.
1815.....	24,860	2,681,276	177,309
1820.....	25,374	2,648,593	174,514
1825.....	24,280	2,553,683	166,183
1830.....	23,721	2,531,819	154,812
1835.....	25,511	2,783,761	171,020
1840.....	28,962	3,311,538	201,340
1845.....	31,817	3,714,061	224,900
1850.....	34,288	4,232,962	239,283
1852.....	34,402	4,424,392	243,532

The following are the particulars as regards the year 1852:

Country.	Vessels.	Tons.	Men.
England.....	19,600	2,907,999	147,252
Scotland.....	3,450	535,008	29,512
Ireland.....	2,178	254,997	13,902
Channel Islands and Isle of Man....	858	61,274	5,978
Colonies.....	8,316	665,114	46,888
Total.....	34,402	4,424,392	243,532

During the same period the following ships were built and registered :

Country.	Vessels.	Tons.
England.....	556	123,082
Scotland.....	131	41,959
Ireland.....	25	2,450
Islands of Jersey, Guernsey, Man, &c.....	30	2,933
Colonies.....	536	114,304
Total.....	1,278	284,728

The number of steam vessels registered in 1852 was: in the United Kingdom, 1,263, measuring 207,989 tons; in the Channel Islands, 9, measuring 1,321 tons.

The number of steam vessels built and registered during the year 1852 was, in the United Kingdom, 104, measuring 30,742 tons.

The following is a return of men shipped and discharged at the port of Southampton during the year ended December 31, 1853, with the number and aggregate tonnage of the ships for

which crews were shipped or discharged: Ships, 355; tons, 276,612; men shipped, 11,053; men discharged, 10,217; mates, 1,101.

No. 15. Native sailors are to be obtained from all the coasts of the British islands, but the fishing stations and the coal loading ports of the United Kingdom are the principal nurseries of British seamen. The compulsory taking of apprentices is abolished, and no owner or master need now have an apprentice unless he chooses. Pilots and their apprentices are a distinct class from seamen, and subject to regulations laid down for their control by the brethren of the Trinity corporation. Every pilot must, however, have been either a seaman or regularly employed in a pilot vessel, and no one is capable of acting as a pilot unless he is duly licensed; nor can he obtain a license to act as pilot unless he shall have passed a rigid examination, before competent authorities, as to practical seamanship and a thorough knowledge of the coast and channels of the district he plies in.

No. 16. The following is a table of the wages now payable in the naval service of Great Britain:

Rating.	Per month of 31 days.			Per year.		
	£	s.	d.	£	s.	d.
Chief petty officers.....	3	9	9	41	1	3
1st class working officers.....	3	2	0	36	10	0
2d class working officers.....	2	16	10	33	9	2
Leading seamen.....	2	14	3	31	18	9
Able seamen.....	2	9	1	28	17	11
Ordinary seamen.....	1	18	9	22	16	3
2d class ordinary seamen.....	1	11	0	18	5	0
Boys (1st class) and naval apprentices.....	0	18	1	10	12	11
Boys, 2d class.....	0	15	6	9	2	0

The inducements to enter the naval service are: good provisions, superior accommodations as to berthing, regular division of labor, and the certainty of continuous employment—sailors in the British merchant service not being employed, upon the average, more than nine months out of the twelve, but they get much higher wages than in the navy.

No. 17. Sailors, while domiciled on shore, are liable to the same taxes and to perform the same duties as other citizens, and the property of sailors is at all times subject to the same liabilities for taxes, &c., as the property of other citizens.

No. 18. Impressment for the naval service can only take place under legislative authority, in which case merchant seamen would be peculiarly liable to its effects. It is the general feeling of the country that under no circumstances shall impressment ever again be resorted to.

No. 19. Alien sailors can enter the British merchant service on the same terms as native sailors, and be masters and mates of British vessels. But all persons desirous of commanding, or being mates of British vessels, must pass an examination as to their competency to entitle them to certificates.

No. 20. British sailors are generally active, skilful, and intelligent in their vocation. The officers in the merchant service are skilled in navigation. Masters and mates (as stated in No. 2 of this series) have to undergo an examination as to their competency before they are permitted to take the command or charge of a foreign going ship. The steam companies require,

in addition, that the men who have the command of their vessels should be well qualified in all that pertains to the higher attainments of navigation, besides being good practical seamen.

No. 21. The system of navigation that is pursued in the United States is also adopted in England; the books on navigation and seamanship which form the library of the American sailor are the same as those used by the English sailor; the nautical instruments used in the United States vessels are also in use in British vessels; and whatever advancements or improvements are made in the science of navigation in one country are eagerly sought after and made use of in the other, owing to the great intercourse which now exists, and to the habits of the seamen of both countries being so much alike.

No. 22. The information herein has been obtained from legislative enactments, official sources, and personal observation, and inquiries made among ship owners, masters, sailors, and others.

No. 23. The Shipmaster's Guide, published by authority of the Board of Trade, price 2s. 6d., date 1854, and the acts herein mentioned, (see No. 5, reply,) can be also procured of the Queen's printer.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

Nos. 1 to 6. The aggregate tonnage of British merchant vessels registered in the ports of this district is as stated below. It is not practicable to give the numbers employed exclusively in the foreign trade, as distinguished from the coasting trade, vessels above a certain tonnage being indiscriminately employed both in the foreign and coasting trade. Warehoused goods cannot be entered for exportation from the United Kingdom in ships of less burden than 50 tons. The internal trade by water is confined to barges, which are not required to be registered.

Place.	Sailing vessels.				Steam vessels.			
	Under 50 tons.		50 tons and upwards.		Under 50 tons.		50 tons and upwards.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Southampton	183	4,882	104	13,821	14	461	18	2,601
Portsmouth.....	169	4,307	73	9,560	1	46	4	254
Cowes.....	119	3,005	47	5,825				
Poole	42	1,211	78	12,928	1	22		
Weymouth	30	852	53	6,022			1	61
Total.....	543	14,257	355	48,156	16	529	23	2,916

The foregoing table will also give the information required by No. 6 query, except as to the proportion of vessels of particular tonnage and class, which the authorities find difficult to give with anything like accuracy.

The number of vessels and tonnage that unloaded and loaded in the coasting trade at the under mentioned ports during the year 1853 was as under stated.

* * * * *

No. 7. The principal foreign trade of this district arises from the conveyance of mails and

passengers by the large steam packets to all parts of the world.—(See reply to Query No. 29 of this series.) The voyages of the steam vessels out and home vary from three to eight months, according to the destination. The foreign trade by sailing vessels is principally as follows :

From North America with timber ; from the Baltic with timber and grain ; from the Mediterranean with fruit, wine, and grain ; from Spain with fruit and wine ; from Portugal with the same.

Rates of freight.—Per royal mail steam packets, measurement goods, £6 per ton, or 3s. per cubic foot ; heavy goods, £5 per ton weight, and 5 per cent. primeage. Australian steamships, measurement goods, £8 per ton and 5 per cent. primeage.

Per sailing vessels :

From North America. Timber, per load, £2 12s. 6d. average ; deals, per 120, standard measure, £7 17s. 6d. average.

From the Baltic. Timber, per load, £1 8s. ; deals, per 120, standard measure, £4 4s. ; grain, per quarter, 5s.

From Spain. Wine, per ton, £1 15s. ; fruits, per ton, £2 10s., per sailing ; fruits, per ton, £4 18s. per steam.

From Portugal. Wine, per ton, £1 15s. ; fruits, per ton, £2 10s., per sailing ; fruits, per ton, £4 10s. per steam.

From Alexandria. Grain or beans, per quarter, 5s. 6d.

The freights by sailing vessels to this district are mostly by the ton, as (except in timber and fruit) the vessel has to deliver goods to various consignees at different ports, to effect which she has to sail from port to port. This entails additional charges on the ship for port and other local dues and pilotage, and the freights to the district of Southampton are rather high in consequence. If a vessel be chartered for Southampton only, a less freight may be taken ; but freights for Southampton are usually high, it not being a loading port except for the large steamships. This remark will also apply as regards the freight to the other ports in this district.

There are many ship owners in the district who are also merchants, and who charter their own vessels with the merchandise they are in the habit of dealing in.

No. 8. The chief inward and coasting trade of the district is the carriage of coals from the coal-loading ports in the north of England and in Wales ; also, iron from Wales, and provisions from Ireland.

The outward trade is, in return, cargoes of timber to the ship building yards in the north of England, bark to Ireland, &c.

Rates of freights coastwise.—Coals from the north of England, 9s. 6d. to 10s. per ton of 20 cwt. ; coals from Wales, 9s. 6d. to 10s. per ton of 20 cwt. ; oats from Ireland, 1s. 10d. to 2s. per quarter of 8 bushels ; lead from Newcastle, 14s. per ton of 20 cwt. ; iron from Wales, 10s. per ton of 20 cwt. ; timber to the north of England, 10s. per load ; bark to Ireland, 17s. per ton of 20 cwt. The outward freights coastwise are mostly confined to vessels whose owners or masters are connected with the district, the cargo being shipped as a matter of speculation. A custom prevails, common to the district, for the owners of the smaller classed vessels to agree with the master that he shall sail the vessel by the thirds ; that is, the owner is entitled to one-third of the gross earnings of the vessel, the master paying all wages, victualling, and port charges. In some cases the agreement is to deduct the port dues from the gross earnings ; one-third of the remainder belongs to the owner, the other two-thirds is taken by the master to pay himself, his crew, and the victualling bills.

No. 9. The railways have almost entirely superseded the traffic by the canals, which is conducted in long, narrow barges. The charges depend upon the distance.

No. 10. Foreign vessels can now participate in any trade in which a British vessel is permitted to engage, and upon the same terms in every respect, if the country to which the vessel belongs has interchanged acts of reciprocity with Great Britain.

The coasting trade of the United Kingdom is now open, without restriction, to vessels of every country with which Great Britain may entertain reciprocal treaties.

No. 11. No distinctions are made as to entering or clearing vessels belonging to any country—the vessels of all foreign States having commercial treaties of reciprocity with Great Britain; the cargoes imported or exported in such vessels are admitted on paying the same rates of local and general duties as are charged on British vessels and their cargoes, as per order in council. When British vessels are subject in any foreign country to prohibitions or restrictions, her Britannic Majesty may, by an order in council, impose such prohibitions and restrictions upon the vessels of such country as she may think fit; and when any preference whatsoever is shown to national vessels over British vessels, or to articles exported or imported in national vessels, her Britannic Majesty may impose additional duties or a countervailing tonnage duty on such ships. The local laws of the port of Southampton, sanctioned by the legislature, empower the local authorities to levy double rates for harbor dues on all foreign vessels whatsoever; in such cases the order in council above quoted interposes and directs that the vessels of such powers, with whom commercial treaties of reciprocity have been interchanged, shall be charged only the same rates as British vessels. The local authorities keep an account of all foreign vessels entering the harbor, which is transmitted quarterly to the Trinity Board to be certified; and the additional amount of rates which, but for this regulation, the foreign vessels would have had to pay, is paid by the government out of the general taxes to the local authorities. The customs' entries and regulations have been much simplified of late in this district. Foreign goods in transitu, if described by their specific name, and declared in transit, are entitled to the privilege of transhipment from the importing to the exporting vessel; the searcher may make such examination of the goods as will satisfy him as to their general identity, but is not required to make any detailed examination of any particular package, unless suspicion exists that the goods have not been correctly described; when the vessels are alongside of each other, goods of a delicate nature may be examined in the cabin of either ship; but unless suspicion arises as to the description of the goods, it is not usual to open a package. These regulations are applicable only to London, Liverpool, Southampton, Hull and Goole, and have been found to work well.

No. 12. *Southampton*.—Vessels entering the port of Southampton, and not belonging to the port, are chargeable with a boomage duty, viz:

Under 50 tons.....	1s. 6d.	} Per vessel each time of entering.
50 tons and upwards....	2 6	
100 tons and upwards...	5 0	

And all vessels discharging or taking in cargo, in the roads, at the quays or docks, are liable to a tonnage duty of 2*d.* per ton register, each voyage. Foreign vessels pay double.—(See No. 11, reply as to the local charges on foreign ships.)

The charges at the Southampton docks are as follows: On vessels of the first class, arriving

from, or sailing for, any port of the United Kingdom, Isles of Man, Jersey, Guernsey, or European ports outside the Baltic between the North Cape and the Straits of Gibraltar, for use of dock one week, to load or unload, *4d.* per register ton. Vessels of the second class, arriving from, or sailing for, any other port, *6d.* for the same. Rent for every class after the expiration of the privilege, *1d.* per register ton per week; any time under three days charged as half a week.

Cowes.—Anchorage and groundage payable by all vessels not registered at the port, and which shall anchor within the harbor :

Under 50 tons	1s. 4d.	} Per vessel each time of anchoring.
50 tons and under 100 tons..	2 6	
100 tons and upwards	5 0	

Portsmouth.—Harbor dues payable to the corporation of Portsmouth, in respect of all ships or other vessels arriving or casting anchor, or making fast in the harbor of Portsmouth, for each and every time such ship or other vessel shall enter or come into the harbor :

Under 30 tons, *1s.* per vessel; on 30 and under 60 tons, *2s.* per vessel; on 60 and under 150 tons, *3s.* per vessel; on 150 and under 200 tons, *4s.* per vessel; on 200 and under 300 tons, *5s.* per vessel; on 300 and under 400 tons, *8s.* per vessel; on 400 tons and upwards, *10s.* per vessel.

Steam vessels plying for passengers to be charged only once a day. Tonnage dues on coasting vessels, *2d.* or *3d.* per ton register, according to the distance the vessel has come. On vessels to or from foreign ports, *4d.* per ton.

Exemptions from all the foregoing rates: pilot boats, fishing vessels, boats not decked, and vessels arriving in distress.

The official tables of light duties, appertaining to every port in England, are forwarded herewith.

The pilotage regulations and charges for this district are also forwarded herewith.

No. 13. Pilots are divided into classes according to their qualifications, and governed by sub-commissioners appointed by the corporation of the Trinity House, which makes the regulations for the guidance of pilots.

The pilotage rates and regulations are forwarded herewith, No. 12, query.

No. 14. The quarantine regulations of this district are the same as in all other places of the United Kingdom. Vessels from suspected foreign ports are required to produce a bill of health, signed by the British consul of the place whence they sailed. The quarantine fees and charges depend entirely upon the particular circumstances of each case, as, unless cargo and passengers are transferred to the lazaretto, there would not be any charges whatever. Vessels from infected ports, not producing a consular bill of health, are liable to be detained, but, in general, they are admitted to pratique at once, unless there are infectious cases on board. Even then the vessels are admitted after a short quarantine, and passengers, satisfying the officer of health that they have had yellow fever at some former period, are permitted to land while the vessel is under quarantine on account of that disease. The quarantine laws and regulations have been greatly altered and improved of late years, it being now confirmed, by overwhelming evidence, that diseases common in certain latitudes have no power beyond their own peculiar zone.

No. 15. There are no marine or other hospitals particularly appropriated to seamen. An American or any foreigner, if destitute or sick, would, as a matter of course, be received into

the local hospital, infirmary, or poorhouse, as the case might require; and, in the event of his remaining long, application would probably be made to the United States consul or other authority in reference to the case; but the sailor or any other person, whether native or foreign, would be entitled to, and receive, the best treatment and every kindness and attention that his case might require. The surgeons and physicians to the hospitals, infirmary, and poorhouse, are duly qualified practitioners, and stand very high in their profession. The great steam navigation companies located at Southampton each subscribe annually a liberal sum to the infirmary there, in order to entitle them to send their sick sailors at any time.—(See reply No. 6, queries No. II.)

No. 16. Answered in No. 15.

No. 17. The port regulations require that all vessels should moor as directed by the authorities, and take such berths alongside the quay or wharf as may be assigned them by the harbor or dock master. No fees are payable except harbor or dock dues and pilotage, which are specified in the replies to queries Nos. 12 and 13 of this series.

No. 18. Passengers arriving in a British port from foreign countries are expected to land at a sufferance wharf, or one of the legal quays, and present themselves at the tidewaiter's office or custom-house; their baggage, if consisting of personal apparel and effects not liable to duty, would be passed, after inspection by the customs officer, free. Articles liable to duty would have to pay the same, according to the tariff, and a slight charge for landing, or quay dues, would be payable to the local authorities for dock or town dues. Foreigners are not required to produce passports, except under some extraordinary circumstances.

No. 19. The charges for storage at the docks at Southampton depend upon the description of the goods and the period of their remaining. Contracts, however, can always be made, both for storage and cartage of goods, which, owing to competition, is reasonable.

No. 20. The engines for British steamships are usually manufactured in London, Bristol, and in Scotland. They are the usual marine steam engines, of powers adapted to the bodies they are intended to give motion to, and the prices vary as the size, description, and power varies. There is one steam engine manufactory at Southampton.

No. 21. The fuel best adapted to steam furnaces, and which is chiefly used in England, is the Welsh coal, landed in the Southampton docks at from 17s. to 18s. per ton weight, according as freights are low or high. The quality is good. The present price of Welsh coal, at the pit's mouth, is from 10s. 6d. to 11s. The freights from 9s. 6d. to 10s., making the present average cost to be 20s. 6d. per ton on board the ship.

No. 22. Navigation and commerce are generally increasing in this district, especially at Southampton, which now vies with Liverpool as to the number of steamships that arrive and depart from its harbor and docks, and it excels London in the magnitude of its ocean steam vessels.

No. 23. The navigation and commerce of the United States are on the increase in this district, especially at Southampton, which is now the port of call for the steamships of the ocean, and of the New York and Havre Steam Navigation Companies. The following table will convey a correct idea of the importance of the United States shipping in this country:

Statement of tonnage for the month ended 5th May, for the years specified.

Nationality.	ENTERED.			CLEARED.		
	1852.	1853.	1854.	1852.	1853.	1854.
British vessels.....	353,564	280,792	357,455	434,322	472,072	490,939
United States vessels.....	81,969	54,235	100,229	55,561	82,093	84,887
Other countries.....	135,834	174,375	207,205	119,136	137,735	193,820
Total.....	571,367	509,402	664,889	609,019	691,900	769,646

No. 24. Nothing is more conducive to the promotion of commerce than the removal of restrictions thereon, and the enlightened principles which now actuate the governments of both countries has tended greatly to increase and strengthen their intercourse and friendly relations. The British legislature has withdrawn almost every restriction respecting navigation. Their merchant vessels, provided the owners are British subjects, may now be built in any country, and commanded and manned by men of any nation whom the owners may choose to appoint, the only proviso being, that the masters and mates must possess the requisite certificates of competency, signed by the proper authorities in England. The most cordial feelings have been engendered of late years between the two countries, owing to the knowledge obtained of each other through the frequent intercourse produced by steam navigation, in which America and England have made such vast improvements. The encouragement of this frequent communication will tend greatly to promote the commerce and navigation of both.

Nos. 25 and 26. Portsmouth, owing to its being the seat of the chief naval arsenal of England, has no great shipping. Vessels proceeding to and from London, on foreign voyages westward, usually touch at the anchorage at Spithead to receive orders, embark passengers, and despatches. Cowes, also, is chiefly a port of call for foreign going vessels bound up or down the British channel, where they put in for orders, and for water and provisions. Its foreign trade is chiefly confined to timber, from the Baltic and America. The foreign trade of Weymouth is principally with France and the German states, for provisions and grain. The foreign trade of Poole is chiefly confined to Newfoundland, but of late years that has considerably declined.

Southampton is the most flourishing port in the south of England, in consequence of its being the principal station of the largest ocean steamships in the world, which convey mails and passengers to and from India, China, Australia, South America, the West India islands, New York, Bremen, France, Spain, Portugal, the Western Isles, the Mediterranean sea, the Black sea, &c., &c. Southampton eclipses London in the size of the steam vessels that frequent its waters, and vies with Liverpool in the extent of its passenger traffic, while it excels both in its easiness of access and in the facilities and accommodation it affords for the landing and embarkation of passengers and cargo, at all times of tide and in all seasons. Southampton, however, has no large manufactories, except one or two marine steam boiler manufactories. The cargoes that are shipped in its waters are received by the railways from the manufacturing districts in the north of England, and in Scotland, and cargoes from France are transhipped. By means of the railway, goods can be expeditiously brought from London and the manufacturing districts, and the facilities afforded by the docks enable one to ship them with the greatest dispatch. Ships can get to sea from the Southampton water in almost every wind with comparative ease,

and hence it arises that the port is frequented by the vessels of the large steam navigation companies, as they avoid the lengthened and difficult navigation round the Forelands and Beechy head, which they would be obliged to make were London the station for their ships. Whatever goods can be shipped from London or Liverpool can be shipped with equal facility at Southampton, and at about the same rates as to charges for freight, &c. The great steam navigation companies find it to their advantage to make Southampton their station. It now possesses a large share of the emigration trade—a great number of ships embarking their emigrants here in preference to other ports, on account of the facilities it affords. The foreign trade of Southampton has arisen from the advantages it possesses as a port affording the greatest facilities for the embarkation and landing of cargoes, as well as for the certainty with which vessels can, at all times, proceed to and from sea. Through it flows the principal part of the steam commerce of France, the Peninsula, the Mediterranean, Egypt, Turkey, India, China, Australia, South America, and the West Indies; and it also participates in the commerce of other foreign countries. To some extent, its proximity to London, which is within 80 miles, and easily reached by rail in 2 or 3 hours, is also of great advantage, fully entitling it to be styled the “out port of the metropolis of England,” where a market can be found for every description of goods sent from America to England.

No. 27. The carrying trade coastwise is open to vessels of all countries, the restrictions thereon having been removed by the legislature during the present session of Parliament; but it is difficult to form an opinion as to the advantages foreign vessels are likely to obtain from the opening of this branch of the trade. Americans would, however, possess one great advantage denied to most foreigners, from their speaking the same language and their knowledge of the trade, customs, &c. The internal trade is chiefly confined to the railways, which now compete with the canal boats in carrying coals, and other heavy articles, at a less rate. The trade between this district and America is on the increase, and chiefly confined to American vessels. The carrying trade, as respects passengers, and German and French manufactured goods in transit, through Southampton, might, no doubt, be increased as the communications become more frequent.

No. 28. No decked vessels, except it be a vessel used solely as a steam tug, shall proceed to sea from any port in the United Kingdom, unless it be provided with boats, duly supplied according to its tonnage, with all requisites for their use, and not being fewer in number or less in their cubic contents than the boats, the number and contents of which are specified in the table inserted below; and no such vessel, carrying more than ten passengers, shall proceed to sea, unless, in addition to the boats herein required, it be also provided with a life boat, furnished with all requisites for use; or unless one of the boats herein required be rendered buoyant after the manner of life boats. Two life buoys must also be kept on board passenger vessels; and passenger steamships must carry a hose capable of being connected with, and worked by, the engine, for the purpose of extinguishing a fire therewith.

No. 29. The following mail steam packets make Southampton the port of arrival and departure:

Ocean Steam Navigation Company, between New York and Bremen; New York and Havre Steam Navigation Company; Peninsular and Oriental Steam Navigation Company, incorporated in 1840 by charter. This latter company, formed of many influential merchants, possesses 39 steam vessels, varying from 400 to 3,500 tons burden, and from 60 to 700 horse power, or an aggregate of 48,765 tons, and 13,260 horse power. The lines of steam communication embraced

by this company's operations are as follows: India and China, via Egypt, on the 4th and 20th of every month, viz: to Aden, Bombay, Ceylon, Madras, Calcutta, Penang, Singapore, and Hong Kong; Australia, via Egypt, on the 4th of every alternate month, to Batavia, King George's sound, Adelaide, Port Philip, and Sydney; Mediterranean and Peninsula, on the 4th and 20th of every month, to Malta and Alexandria. On the 27th of every month to Malta, Constantinople and Smyrna. On the 7th, 17th and 27th of every month to Vigo, Oporto, Lisbon, Cadiz and Gibraltar. Their steam vessels ply regularly between the before mentioned places, at each of which the company has an agent.

The Royal Mail Packet Company, established similar to the foregoing, have a fleet of 25 vessels, of 40,000 tons in the aggregate. Their operations embrace the following places, to and from which they convey mails, passengers and cargo; their vessels leave Southampton on the 2d and 17th of every month: Antigua, Barbadoes, Curaçoa, Carthagen, Chagres, Chili, Demerara, Dominica, Granada, Greytown, Guadaloupe, Jacomel, Jamaica, Martinique, Peru, Porto Rico, St. Kitts, St. Lucia, St. Thomas, St. Vincent, Sta. Martha, Tobago, Trinidad, Tampico, Vera Cruz, Nassau, Havana and Honduras; also, Lisbon, Madeira, Teneriffe, Cape Verd, Pernambuco, Bahia, Rio Janeiro, Montevideo and Buenos Ayres. They have inter-colonial vessels plying between the before mentioned places with mails, &c.

The General Screw Steam Shipping Company, also incorporated by charter, has 14 steamships, of an aggregate tonnage of 23,000 tons, and 3,600 horse power. They convey passengers, mails, and cargo, as follows: To the Cape of Good Hope, Mauritius, Ceylon, Madras, Calcutta and Australia, also touching at St. Vincent, Ascension, St. Helena, Morsel Bay, Algoa Bay, Port Natal, and East London.

The New York and London line of sailing packets touch at Portsmouth, both on the outward and homeward voyage, to embark and land passengers. The Southwestern Steam Navigation Company, connected with the Southwestern Railway, and formed by proprietors of the railway and various persons in the district, has ten steam vessels, of 3,000 tons in the aggregate, which convey goods, passengers and mails from and to the port of Southampton, to and from Havre, St. Malo, and Granville, in France, and to and from Jersey, Guernsey, &c. The following companies also participate in the coasting trade: The Dublin and Irish Steam Packet Company make Southampton and Portsmouth their ports of call, on their route from and to Dublin and Cork, to and from London and intervening ports. There are also companies whose vessels ply between Plymouth and Southampton, and between Southampton, Portsmouth, Ryde, Cowes, and Lymington, with passengers, &c; these are a small class of vessels, averaging about 100 tons each.

No. 30. The ordinary mode for effecting marine insurances in this district is to send an order for the insurance to an insurance broker in London, who submits the policy to underwriters at Lloyd's; the usual commission on the premium is five per cent., and twelve per cent. is allowed by the underwriter to the broker on the money he actually receives; thus, an underwriter subscribes to several risks or policies, the premiums on which are not paid to him in money at the time, but passed to account; this account is balanced at certain periods; and should the balance be against the underwriter—that is, if the losses have exceeded the amount of the premiums to his credit, he is called upon to pay the difference; but if, on the contrary, the losses have been less than the premiums, the balance in his favor is paid over to him, less twelve per cent. allowed to the broker. Many merchants and ship owners, however, co-operate with and underwrite for each other, in which case they receive the whole of the premiums, free

of any deductions. There is seldom any difficulty in recovering the insurance through the broker who transacted the business, unless there is certain reason to suspect that any fraud has been practised; in such case the insured would have to take proceedings in a court of law, if he desired to obtain the amount of insurance. There are also marine insurance companies, besides the underwriters at Lloyd's, with whom insurances may be effected with the most perfect safety. The rates of premiums vary according to the seasons, the qualities of the vessel, the character of the master, the nature of the cargo and voyage, and the state of political relations with other countries.

No. 31. British merchant vessels may carry arms for their own protection at all times. Letters of marque or reprisal may be granted during war, but not during peace. The law as regards British privateers may be thus stated: The captain is nominated by the owner, who may dismiss him at pleasure. The commission, or letters of marque, given to the owners authorize them to attack and seize ships of power or powers specified therein; but they are not to appropriate them or any part of them to their own use till they have been legally condemned. The sovereign has in all cases the right of releasing any prize previously to its condemnation. Privateers are forbidden to do anything contrary to the law of nations. A bond must be given by two responsible persons not concerned in the ship of £1,500 for every ship carrying less than 150 men, and £3,000 for every ship carrying more than 150 men, to pay for any damages they may commit contrary to the regulations laid down for their guidance. The admiralty shall judge whether a ship taken by a privateer be a lawful prize or not. No ship or cargo, or any part thereof, is to be disposed of in any way till after judgment shall have been given, nor is it to be ransomed. Privateers are bound to assist ships of their own country in distress. British privateers are not to wear the ensigns or pendants worn by the government ships, but, besides the colors usually worn by merchant vessels, they shall wear a red jack with the union jack, described in the canton, at the upper corner thereof nearest to the staff.

Nos. 32 and 33. The information herein has been obtained by personal observation, official sources, and inquiries made of the different companies herein referred to.

No. 34. By a return published by the Board of Trade, it appears that during the year 1853 there were built and registered in the United Kingdom as follows: Sailing vessels, of timber, 635, measuring 146,380 tons; of iron, 10, measuring 8,576 tons; steam vessels, of timber, 36, measuring 3,305 tons; of iron, 117, measuring 44,910 tons.

There were also registered in the United Kingdom, during the same period, 32 colonial built vessels, of 26,443 tons; 102 foreign built vessels, of 30,073 tons; while 69 sailing vessels and 15 steamers, with an aggregate of 5,224 tons, and 569 sailing vessels and 12 steam vessels, with an aggregate of 120,714 tons, were broken up.

The following also exhibits the aggregate tonnage employed in the coasting trade of the British vessels during the month ended May 5, of each of the under mentioned years:

Vessels.	1852.	1853.	1854.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Unloaded -----	1, 098, 371	1, 145, 014	1, 060, 821
Loaded -----	1, 143, 979	1, 200, 554	1, 127, 208

SCOTLAND.

LEITH.

JAMES McDOWELL, *Consul*.

JANUARY 27, 1854.

In compliance with consular instructions from your department of October 8, 1853, I beg to hand you the accompanying package, containing information relating to the consular district of Leith and Scotland.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 6. The number of sailing vessels built in the Frith of Forth in 1852 was as follows: At Leith, 1 brig, 243 tons; at Brucehaven, 1 barque, 273 tons; at Grangemouth, 1 barque, 357 tons; at Berwick, 1 barque, 450 tons; at Kincardine, 1 barque 521 tons; making a total of 5 vessels, measuring 1,844 tons. There were no steamers built in 1852.

No. 7. There are five classifications at Lloyd's, viz: For six, eight, nine, ten, and twelve years. Vessels belonging to the first classification may be of Scotch larch. Those of the second class are built of Baltic timber and plank. The third class vessels have generally their ground floors of Baltic oak, but the top timbers, beams, &c., must be of English oak. The fourth class vessels must have all their timbers, low and aloft, of British oak. The outside planking from the light water-mark must be of English oak, but the inside plank may be of the best Dantzic or Baltic oak. The fifth class vessels must be entirely of British oak. The English timber used is chiefly brought from the ports of Southampton, Rye, Condon, &c. Present prices of home and foreign timber at Leith: Scotch larch, timber, 1s. 6d. to 1s. 8d. per cubic foot. Baltic oak, 1. For floors and futtocks 2s. 4d. to 2s. 6d. per cubic foot. Baltic oak, 2. In logs for planks 2s. 8d. per cubic foot. British oak, timbering, 2s. 6d. per cubic foot. British oak, 2. English plank, 3 inches thick, to £9 per load of 50 cubic feet. British oak, 3. English plank, 4 inches thick to £10 per load of 50 cubic feet. American elm, for under planking, 3s. per cubic foot.

No. 8. Red pine, chiefly, if it can be got; yellow pine is also used. Prices for yellow pine for decks, 2s. to 2s. 3d. per cubic foot; red, 2s. to 3s. per cubic foot.

No. 9. Copper and yellow metal fastenings are chiefly used for the higher classed vessels. At present the prices for yellow metal are as per printed schedule marked No. 2. For copper, the price is about 2d. per pound higher.

No. 10. Copper and yellow metal sheathing are both employed; the last most generally used. It is obtained from Foster & Co., Mark Lane, London, and from Muntz, manufacturer at Birmingham, the first patentee. For prices, also, see schedule marked No. 2.

No. 11. The means for seasoning ship timber appear to be the same in Great Britain as in the United States.

Nos. 12 and 13. There are no public or private depositories of such.

No. 14. The materials used for caulking are of Archangel pitch and oakum, made from good old ropes. The latter is, to a great extent, supplied from the jail and Bridewell of Edinburgh. The present prices are, Archangel pitch, 9s. per cwt.; oakum, 23s. per cwt.

No 15. Standing rigging of British made rope. Some rope from East Indian jute is manufactured in the country, but it is not generally used in shipping belonging to the mercantile navy. In the royal navy it is not used at all. The price of the best patent rigging, made from the finest polish Rhine, or clean hemp, is now, (January, 1854,) 50s. per cwt., less five per cent.

No. 16. Sail-cloth of Scotch manufacture. The chief seats of this manufacture are Dundee, Leith, Gourock, (on the Clyde,) Arbroath, and Montrose. The highest prices are obtained from what is made at Leith by the Edinburgh Ropery and Sail-cloth Company, and at Gourock by the Gourock Ropework Company. Irish flax is now extensively used, and is deemed superior to that of the Baltic. The British admiralty have reported in favor of the canvas produced by the first mentioned company "as the best description of British canvas that has come under their notice." The Edinburgh Ropery and Sail-cloth Company was established in 1750, and since has successfully carried on the trade of rope, sail-cloth, and sail-making. Their "best extra sail-cloth" is made chiefly from strong hand-scuted Irish flax; it is bleached with ashes, without any chlorine or chemical liquid, and is woven with Parker's patent power loom. The cloth commands the highest price obtained in Britain, is extensively used in the American liners, and in the larger vessels frequenting the Chinese and eastern seas; large quantities are—in addition to the consumption in London, Liverpool, and Clyde—sent to Hamburg, Bremen, and Copenhagen; all in consequence of its ascertained extreme durability, from the excellence of the materials employed. The sail-cloth for the British navy is manufactured according to regulations furnished by the Edinburgh Ropery Company. Messrs. Baring Brothers & Co. had 200 bolts of the Edinburgh Ropery Company's extra cloth, it is believed, for some crack American vessel; the order embraced "40 per No. 0," and "40 per No. 00," a heavier description of cloth than is used in Britain. The company were not exhibitors in the great exhibition in 1851, but some of their sail-cloth was exhibited as showing the capabilities of Parker's patent loom. The government officials who examined the naval stores in the exhibition, examined the Edinburgh Ropery Company's cloth, and, in terms stated above, reported that it was the best description of British sail-cloth which had come under their notice. There were exhibited at the same time Gourock, Dundee, Arbroath, and Coker sail-cloths. The company have the following agencies: James Watson, esq., Glasgow; Ebenezer Thomson, esq., London; Alexander & Lott, esqs., Liverpool. The head office and works are at Leith—James Hay, managing partner. Present wholesale current rates: best extra sail-cloth, No. 1, 1s. 4½d., per yard; best extra sail-cloth, No. 00, 1s. 6½d., per yard; best extra sail-cloth, No. 0, 1s. 5½d., per yard; less 5 per cent.

No. 17. No material alteration in the rigging of vessels for some years back, with the exception of schooners, which are generally rigged as clippers.

No. 18. Anchors and chain cables chiefly got from Newcastle. Rope cables almost entirely given up. Improvements on the chain anchor have been recently made at Newcastle and Liverpool, which will, no doubt, be explained in communications from those places. The blocks and tackle are much the same as those formerly in use.

No. 19. The mode of steering large vessels, of 150 tons and upwards, is generally by wheel; the smaller vessels by single tillers.

No. 20. Before Lloyd's classification was adopted, Leith built vessels were considered to rank next to those of London.

No. 21. They do not differ from vessels built at Aberdeen, Dundee, and the Clyde.

No. 22. They do not differ from the vessels of other ports.

No. 23. Much the same now as ships built at other ports. For rules regarding continuation and restoration of classification, see copy of Lloyd's regulations accompanying, and marked No. 1.

No. 24. All natives of Scotland.

No. 25. Shipwrights' wages at the close of 1853 were 27s. per week. In 1852 they were 21s.

No. 26. There are ship building yards in almost every harbor of the Frith of Forth, but the more important are at Leith and Granton. There are at Leith five building yards, four of which have each a dry dock attached to it. Three of these belong to private individuals. The other, with the wet dock and harbor, belong to the community, and are under the management of a board of commissioners. The original cost of the building yards, separate from that of the wet docks, cannot be ascertained.

No. 27. The dry docks referred to in the preceding answer are, as already stated, four in number, each having a building yard attached. There is a fifth dry dock connected with the harbor, which has no building yard attached. Three of the dry docks are situated in the tidal harbor. In two of these two vessels of 150 to 200 tons each, or one of 300 to 400 tons, may be accommodated. The third is larger. The other two dry docks are larger still, being capable each of accommodating one vessel of 500 or 600 tons.

The charges for the docks which belong to private parties are included in the carpenters' account, and cannot be separately given. For rates on vessels using the fifth dock, belonging to the public, see Bye-laws and Regulations of the Harbor and Docks of Leith, pages 24 and 25, accompanying, marked No. 2. Morton's patent slips have to a great extent superseded dry docks for the repairing of vessels. There are several of such slips in the Frith of Forth, viz: one at Alloa, one at Dysart, one at Granton, and one at Berwick. The one at Granton harbor, the property of his grace the duke of Buccleuch, is the largest and most complete ever constructed. The patentees are S. & H. Morton, of Leith, who have just shipped another of the same size for the Austrian Lloyd's Steam Navigation Company, to be erected at Trieste. The Messrs. Morton have sent others to Philadelphia, Canada, &c. The Granton slip is constructed for vessels of 1,200 tons register. The railways are five in number, and are 720 feet long, so as to accommodate two such vessels at the same time. The slip is worked by means of a steam engine of 25-horse power, which hauls up the vessel at the rate of 5, 10, and 15 feet per minute. The cost of the whole machinery, including engine and fixing to the foundations, was about

about	£5,500
The cost of the foundations, including engine house, purchase house, &c., was about..	10,000
	<hr/>
	15,500
	<hr/>

For rates charged, see Rules and No. 9.

No. 28. Foreign vessels permitted to use the docks at Leith on the same terms as native vessels.

No. 29. There are no marine railways of the character of those in use in the United States. The following is a short description of a steam vessel, with three lines of rails laid down on deck, used for the transmission of wagons loaded with merchandise, cattle, coal, &c., across a branch of the sea near to Leith. This steamer was designed for the purpose of connecting two portions of an important line of railway communication, interrupted in its course by a branch of the sea, so as to enable the traffic to be carried over the whole length of the railway, without

being under the necessity of discharging the wagons at the points of interruption. The line of railway communication referred to is that of the Edinburgh, Perth, and Dundee, which runs first from Edinburgh to the shore at Granton, a distance of three miles. From Granton to Burntisland, on the opposite shore of the Frith of Forth, the distance is five miles. This is called the Granton and Burntisland ferry, over which a large traffic in passengers, goods, and cattle is carried. The railway from Burntisland extends along the shore from about six miles, and is then carried inland to a place called Lady Bank, 19 miles from Burntisland. From this place two lines diverge, the one to Perth, and the other to Tayport, on the south side of the Tay, and distant about four miles from Dundee, on the opposite shore. From Tayport the traffic from Edinburgh and Fifeshire to Dundee crosses a second ferry at Broughty, about a mile in length, and which place is connected by railway with Dundee. A second and unbroken communication by railway exists between Edinburgh and Dundee by way of Falkirk, on the Edinburgh and Glasgow line, and Stirling and Perth. The length of the route is about ninety miles, while the other is only forty-nine miles. Between Edinburgh and the central district of Fifeshire again, the distance by the former route is much increased, while that by the ferries is considerably diminished. To lessen as much as possible the expense, inconvenience, and delay arising from loading and unloading at the ferries, the steamer of the peculiar character referred to was constructed, so as to carry the wagons loaded with goods, cattle, and minerals between Granton and Burntisland. This vessel has been on the passage mentioned during a period of upwards of two years, and is found to be well adapted for the purposes for which she was designed. The following is a short description of her: This steamer is named the "Leviathan," and was furnished by Mr. Napier, of Glasgow, at a cost of about twenty-five thousand pounds. She is 301 tons register, and of 206 horse power. The engine and boilers are so arranged as to work independently of each other, and while the one is working forward, the other is working the reverse way. The vessel is thus enabled to be readily turned in a very short space. The engine and boilers are placed close to each side of the vessel, to leave a clear deck space for the lines of railway, of which there are three. The number of loaded trucks taken on board at a time is about 30, averaging 6 tons each, and giving a gross load of 180 tons. The rise and fall of the tides in the Frith of Forth varies from 8 to 18 feet. To obviate the difficulty arising from this inequality, a slip or inclined plane is provided on each side of the ferry, upon which a travelling platform or cradle is placed, and which is raised or lowered so as to answer the state of the tide. From one end of this platform there are girders working upon a swivel or hinge, to complete the railway communication from the steamer to the shore. When this has been done, the stationary engine at the head of the inclined plane is set to work, and in a very short time the vessel is discharged, when the loading is immediately commenced. A second steamer of the same character, but of more limited dimensions, is employed at the northern extremity of the railway, viz: on the ferry between Tayport and Broughty. The contrivance is an exceedingly useful one. It can, however, only be profitably applied where, owing to the width of the frith or river, bridges are inadmissible, and where a large traffic exists between the districts so separated. The following are some particulars of the traffic in passengers, goods, and cattle carried by the "Leviathan" between Granton and Burntisland the six months ending January, 1852: Passengers, number, 147,923; goods, tons, 49,516; cattle, number, 7,426.

The estimated expense for carrying passengers and goods across the ferry at the date mentioned was as follows: For each passenger, $1\frac{1}{4}d.$; for each ton of goods, &c., $11\frac{1}{2}d.$

No. 30. There are none.

No. 31. There are none.

No. 32. Pitch pine for planking is the only article, but it is seldom used in the Firth of Forth, the cost is too great.

No. 33. Not aware of any that have not already been offered.

No. 34. The present charge, (December, 1853,) in Leith, may be stated as follows: Vessels classed for 12 years, £12 12s. per ton; 10 years, £11 11s. per ton; 9 years, £10 10s. per ton; 8 years, £9 9s. per ton.

In 1852 the cost per ton for each class of vessel would be fully 20s. less.

No. 35. The only demand for foreign built vessels, and it is a limited one, is for those built in the North American colonies, which are almost entirely employed in the timber trade. Such is the high reputation of the Clyde and Aberdeen ship builders, that it is doubtful if vessels built in the United States would be advantageously disposed of in Scotland.

No. 36. From the collector and other officials of her Majesty's customs, from ship builders, Lloyd's surveyors, and the manufacturers of the articles referred to in the several queries.

No. 37. There are no books or pamphlets on any of the subjects referred to.

No. 38. Greatly on the decline. The business appears to be rapidly transferring itself to the Clyde, to Dundee and Aberdeen, &c. It is difficult to assign the cause of the decrease in the business of ship building at Leith. The vessels formerly constructed at this port were regarded as next best to the London built ships.

No. 39. There is no such interest at present. Baltic built vessels are now classed at Lloyd's. Since this was begun a decided improvement in the construction of such vessels has taken place, and they compete with British vessels much more successfully than before.

No. 40. The same information applies generally to other Scottish ports.

QUERIES No. II.

Sailors in merchant service.

No. 1. The seamen employed are almost all natives of Scotland. The parliamentary returns of the number employed in the merchant service for 1852 have not yet been printed, (nor are they likely to be ready for some time to come. They generally appear, along with other parliamentary returns, in a volume entitled "Tables of the Revenue, Population, Commerce, &c., of the United Kingdom," sold by Clowes & Son, Stamford street, London.)

No. 2. For vessels in the foreign trade, one able seaman for every twenty tons of the vessel is the complement. The officers are the master and first and second mates. In the coasting trade the complement of seamen is nearly the same.

No. 3. For vessels entering or leaving the harbor.

No. 4. Rarely, and only on very distant voyages.

Nos. 5 and 6. For laws and regulations respecting seamen, provision for sickness, &c., see "Acts 13 and 14 Victoria, cap. 93. For improving the condition of masters, mates, and seamen, and maintaining discipline in the merchant service." For excerpts, see paper B B; see also printed forms accompanying, marked No. 3, and "Five Minutes Advice," accompanying, marked No. 4.

No. 7. Generally by personal application.

No. 8. Seldom, excepting in the American (United States) and colonial service. It is not discouraged by law.

No. 9. Seldom.

No. 10. According to a scale agreed on between the master and crew. See also Mercantile Marine Act, and printed forms referred to in answer to queries 5 and 6, as above.

No. 11. Advances made according to agreement. For provision made for medicines, &c., see act referred to in answer to queries 5 and 6.

No. 12. None.

No. 13. Regulated by "Act for improving the condition of masters, mates, and seamen, and maintaining discipline in the merchant service," August 14, 1853.

No. 14. Until within the last few years the number of seamen employed increased with the increase of shipping. The shipping engaged in the coasting trade has been very much affected by the opening of railways in Scotland, and in consequence the seamen employed in that trade may, to a small extent, have recently declined.

No. 15. Almost from every part of the coast where towns are situated. A considerable number is supplied from the fishing towns which abound on the north, east, and west of Scotland. Seamen are generally sailors from their youth. There is no apprentice system in operation. In the fisheries there is no particular or regular service for boys. Pilots are generally a distinct class from seamen.

No. 16. These have recently been raised, and are understood to be again under revision.

No. 17. No.

No. 18. Yes, but the subject is under revision.

No. 19. Yes.

No. 20. Favorable on the whole. The officers have much improved since the establishment of public examinations to test their qualifications.

No. 21. The theory or system is that laid down in our common books on navigation. The books mostly used are Norrie's Epitome of Navigation, Riddle's ditto, Thomson's Tables, Taylor's ditto, Gordon's ditto. The same kind of instruments are used as in the United States. The barometers and thermometers are but little attended to by the merchant seamen. The best instruments are obtained from London.

No. 22. From the officer at the head of the Mercantile Marine Board at Leith, from the master of the Trinity House, and from the chief teacher of navigation.

No. 23. No such work of recent date published on the east coast of Scotland. For notice of examinations of masters and mates, and of voluntary examinations in steam, see accompanying paper, marked No. 8. Among other public documents referring to the mercantile marine service, see an act for the further regulation of steam navigation, and for limiting, in certain cases, the number of passengers carried by steamers, August 21, 1846; an act to amend the mercantile marine act of 1850, August 7, 1851; an act for consolidating and amending the laws relating to the regulation of steam navigation and of the boats and lights to be carried by sea-going vessels, August 7, 1851; and an act to amend and consolidate the laws relating to the carriage of passengers by steamers, June 30, 1851.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. The returns for 1852 not yet published. See answer No. 1, under head of Queries No. II, "Sailors in merchant service." It may be observed that the same vessels are not always kept in one particular trade, but are sometimes employed in the foreign, and sometimes in the

coasting trade. For this reason no accurate account can be prepared under the form of Table C. (See Table C, annexed.) There were three ocean steamers (screw propellers) engaged in foreign trade at the port of Leith in the year 1853; their tonnage, respectively, was 171, 311, and 205 tons.

No. 6. The number of sail vessels belonging to ports in the Frith of Forth, in 1853, was as follows :

	Leith, including Granton, Fishenow, Dunbar, and Cockenzie.	Grangemouth.	Bo'ness, including Charles- town and Limekilns.	Inverkeithing.	Alloa, including Kinear- dine and Stirling.	Kirkcaldy, including Largo, Leven, Wemyss, Dysart, Firthorn, Bruntisland, Kinghorn, & Aberdour.	Totals.
Under 20 tons.....	11	-----	6	1	3	1	22
Over 20 and under 50 tons.....	33	9	17	6	24	25	114
Over 50 and under 100 tons.....	29	25	18	10	12	11	105
Over 100 and under 200 tons.....	29	2	11	4	5	6	57
Over 200 and under 300 tons.....	13	-----	1	1	7	4	26
Over 300 and under 400 tons.....	13	-----	1	2	13	4	33
Over 400 and under 500 tons.....	2	4	-----	-----	2	5	13
Over 500 and under 600 tons.....	4	5	-----	-----	3	1	13
Over 600 and under 700 tons.....	2	1	-----	-----	2	-----	5
Over 700 and under 800 tons.....	3	1	-----	-----	-----	-----	4
Over 800 and under 900 tons.....	1	-----	-----	-----	-----	-----	1
Over 900 and under 1,000 tons.....	1	-----	-----	-----	-----	-----	1
	141	47	54	24	71	57	394

For returns of the trade and shipping of Great Britain, see papers marked G G, annexed.

No. 7. To Australia, the Baltic, North America, Hamburg, and Holland, rates of freight vary very much. To Australia, it runs from 70s. to 100s. per ton of 40 cubic feet, and from 40s. to 80s. of 20 cwt. for heavy goods. Vessels to Australia are seldom chartered.

The North American vessels are chiefly engaged in the timber trade, and the cargoes brought home on the owners' account. The Baltic, Hamburg, and Dutch freights vary very much.

No. 8. The chief coasting trade is with London, Hull, and Newcastle.

No. 9. The internal trade is with Glasgow, by means of the Forth and Clyde canal.

No. 10. In none.

No. 11. None.

No. 12. For the tonnage duties levied at Leith, see Reid's Leith Tide Table, p. 72, No. 5. The light dues are about to be considerably modified. Foreign vessels are, in respect of these dues, placed on the same footing as British vessels.

No. 13. By the Trinity House of Leith. The pilots, as a body, are a steady and industrious class of men. (For rates of pilotage, &c., see Reid's Leith Tide Table, p. 74, No. 5.)

No. 14. There are no quarantine fees chargeable. For regulations, see papers marked Nos. 6 and 7.

No. 15. The hospitals and infirmary in Edinburgh and Leith are for the benefit of all classes.

Attendance and relief in the infirmary are given gratuitously. The medical and surgical attendance is allowed to be excellent.

No. 16. Foreigners admitted on the same terms as natives.

No. 17. For regulations of the port of Leith, see papers marked No. 2.

No. 18. Passengers in vessels from foreign ports have their luggage immediately taken to the custom-house, in charge of the luggage officer, where it is examined. The delay is quite inconsiderable. No fees are charged, unless the officers are detained beyond the regular hours at the request of the owner or agent of the vessel.

No. 19. Every variety of charge is made—nothing fixed.

No. 20. At Glasgow and Greenock, and generally on both sides of the Clyde, between these two ports. Some of the engines of the Scotch steamers on the east coast are made at London and Liverpool. The description of engines almost everywhere used is low pressure or condensing. They are of every variety of form. The largest sizes are upon the side-lever principle, but there are also a great many direct acting engines made. There are very few oscillating engines in Scotland. The power of the engines varies from 30 to 500 horses, and the cost, including the boilers, runs from £40 to £50 per horse power.

No. 21. The best coal used in Scotland by steamers is obtained from St. David's, in the Frith of Forth. It is preferred by the General Steam Navigation Company to all others. Present price, (December, 1853,) 10s. per ton, free, on board. In 1852 it was shipped at 7s. 3d.

No. 22. Decidedly on the increase, excepting what is engaged on the coasting trade, as before explained, much of which having been transferred to railways.

No. 23. The ports on the east of Scotland are unfavorably situated for direct intercourse with the United States. It is perhaps, on the whole, rather on the decline, in consequence of the greater facilities for getting American produce into Liverpool and the Clyde.

No. 24. The removal of commercial restrictions.

No. 25. It is doubtful if more can be sent advantageously, or it would be done.

No. 26. Same as No. 25.

No. 27. There is no law requiring to be modified, excepting that which limits the coasting trade to British vessels, or vessels owned by natives of Britain.

No. 28. The number, size, and description of the boats used by merchant vessels are regulated by the acts referred to at end of Queries No. II. The cost varies much. American built boats are not likely to sell profitably in Scotland.

For table showing the number of boats used by sailing vessels and steamers, see Table H, annexed.

No. 29. There are only three steamers in the foreign trade which sail from the Frith of Forth, viz: One to Hamburg and two to Rotterdam. For tonnage, see printed schedule filled up, marked C, p. 11. The steamers sailing to and from the Frith of Forth, and employed in the coasting trade, are more numerous. Belonging to, and sailing from, Leith and Grangemouth, there are six in the London trade, and one each in the trade between Leith and Newcastle and Leith and Hull. Belonging to, and sailing from, London, Inverness, Aberdeen, and Dundee, to Leith, there are nine steamers of various tonnages, from 200 to 450 tons each. Eight of these are paddle and one screw. Nearly the whole belong to companies, consisting of numerous proprietors. See printed schedule filled up, marked C, p. 12.

GLASGOW.

PHILIP T. HEARTT, *Consul*.

MARCH 2, 1857.

I have the honor, herewith, to transmit duplicate replies(*a*) to interrogatories contained in circular instructions, dated October 8, 1853.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 6. The number of vessels built within my district is being obtained by individual application to each ship builder here, and is, as yet, incomplete. There is a great backwardness shown to give this information; I have received account of 47 steamers and 4 sailing vessels; but the number built in 1852 is greater than this, and details will be forwarded as soon as I am in possession of answers to the applications I have made. For completion of this, please refer to details furnished with despatch of 20th March, 1854, No. 12.

No. 7. Most of the wood vessels built at this port, of which there are few, being principally of iron, are of the highest class, and only woods of the best description are used. For timbers, British oak is generally used, with, occasionally, Quebec oak for the floors and first futtocks amidships. For planking, Moulmein teak, African and British oak, greenheart and mora, from Demerara, and, occasionally, Quebec red pine and pitch pine from Savannah, with Quebec rock elm, below the bottom. For decks, Quebec yellow pine is generally used, and, occasionally, red and pitch pine, and, in some instances, Moulmein. For masts and yards, Quebec yellow pine, red and pitch pine, with Quebec and dram spruce spars for the smaller spars. Timber grown in Great Britain is allowed to be used without any duty. All timber from British possessions is charged a duty of 1s. per load of 50 cubic feet, and from foreign countries 7s. 6d. per load of 50 cubic feet. The cost of the different kinds of woods, at present, is as follows:

British oak, round, 3s. 3d. per foot; African oak, squared, 5s. per foot; Moulmein teak, squared, 6s. per foot; greenheart and mora, squared, 4s. 6d. per foot; Quebec oak, squared, 3s. 3d. per foot; Quebec red pine, squared, 2s. 6d. per foot; Quebec elm, squared, 2s. 9d. per foot; Quebec yellow pine, squared, 2s. 6d. to 2s. 9d. per foot; Quebec yellow pine masts, 3s. 6d. to 5s. per foot; Quebec spruce spars, 1s. 3d. per foot; Dram spruce spars, 1s. 6d. per foot, and Savannah pitch pine, 3s. per foot.

No. 8. Included in No. 7.

No. 9. The fastenings chiefly used are of yellow metal, which is obtained from Birmingham at 1s. per lb., and known under the name of Muntz's patent.

No. 10. Copper sheathing seldom used; nineteen out of twenty vessels use Muntz's yellow Birmingham metal, at 1s. per lb. Zinc sheathing is used for iron-bound vessels.

No. 11. There are no means adopted here for seasoning or preserving ship timber which are not used in the United States. The rule is, to let it be long cut and exposed to the weather.

No. 12. There are no public depositories of ship timber within this district.

No. 13. There are no private depositories of ship timber, excepting such as are attached to the respective ship building yards.

(*a*)The original replies, bearing date January 20, 1854, failed to reach the Statistical Office of the Department of State.

No. 14. The caulking used in this district is oakum, made out of good used cordage, from St. Petersburg or Riga hemp; prepared at the prisons, and sold, at present, at 23s. per 112 lbs.

No. 15. The standing and running rigging is all of St. Petersburg or Riga clean hemp; present price, £50 per ton; average price, about £40.

No. 16. The sails most in use are those manufactured by the Edinburgh Ropery and Sailcloth Company. On this subject I have been favored with a statement from the manager of this company, which I forward; please see document.

No. 17. There are no peculiarities of rig in Glasgow vessels.

No. 18. The anchors, cables, &c., in use here much resemble those of the United States. A patent called Bloomer's patent is coming much into use. Newcastle and Staffordshire are the chief places for their manufacture. I forward a description of this anchor; please see document herewith.

No. 19. There are no peculiarities as to shape of rudder or mode of steering.

No. 20. Glasgow vessels are generally superior as to safety.

No. 21. Compare well with other vessels as to speed, especially the steamships.

No. 22. Are equal, if not superior, to any as to freight carrying capacity.

No. 23. Vessels built at this port generally last as seaworthy, with ordinary repairs, for ten or twelve years.

No. 24. The shipwrights are all natives; foreigners are unknown among them.

No. 25. The present wages of shipwrights are 4s. 6d. per day; they are engaged in boyhood as apprentices, at 6s. or 7s. per week, for a period of five or six years.

No. 26. There are ten extensive ship building yards; nine, wholly for iron vessels, at Glasgow; six at Greenock; two at Port Glasgow; four at Dunbarton; one at Ardrrossan, and one at Troon; in all, twenty-four within the limits of my consular district.

No. 27. There are no public docks for repairs of vessels, nor is there one in every ship building yard. At Glasgow there are but four, the cost of one of which was about £7,000, as given to me by the proprietor. At Greenock a famous dock exists, to which vessels are frequently sent round from Liverpool.

No. 28. Foreign vessels are most freely permitted their use on the same terms as domestic vessels.

No. 29. There are marine railways in the four repairing docks at Glasgow, and in the other repairing docks at the other ports; the cost of the one at Ardrrossan I send a statement of, with other particulars of it. Please see document.

No. 30. There is nothing peculiar in the stocks on which vessels are built here, nor in the mode of launching vessels.

No. 31. There are no machines or tools of any sort considered better than those used in the United States, nor even as good.

No. 32. To this query I can only say, that the market is large for ship timber here, but not for such as is exported from the United States. I would refer to answer No. 7.

No. 33. I have not learned of any materials or articles which could be advantageously brought to the United States that are not now sent.

No. 34. In reference to the value of a sailing vessel, A 1, at Lloyd's, 13 years' class, costs, completely ready for sea, £20 per ton; those classed 10 years, £17; 8 years, £15; schooners and smacks cost about £10. A ship builder gave, as a rule, £1 per ton per year the vessel was

classed for. Cost of a river steamer in Hull, £15 to £18; finished complete, £18 to £20; 45 ordinary horse power for river steamers; 50 for ocean.

No. 35. The stringent and arbitrary rules adopted by this government for the construction of ships (for very comprehensive and minute details of which, reference is respectfully made to Lloyd's Register, page 29, transmitted herewith,) places American built ships in the rating or classing much below their intrinsic value; and although they may be built of the best materials known or used in the United States, and fastened in the best possible manner, they are never classed as A No. 1 at Lloyd's for more than 7 or 8 years, a difficulty not to be overcome for want of ability on the part of American ship builders to comply with the requirements made, and hence the impossibility of successfully competing in ordinary times with British builders. Owing to the present great demand for vessels, the price is very high, and a North American colonial built vessel was sold last week for 11 guineas, or 55 dollars per ton. The present high price of freights in the United States would, I apprehend, leave no necessity or inducement for American ship builders to seek a foreign market for their ships. The building of timber ships in this district is nearly at an end, there being now, in all the various ship yards, less than ten wood ships in process of construction, and all the builders but two have decided to build no more. Iron ships of all classes, both sailing and steam, are taking the place of wooden ones; the building of which (the iron) requiring but half the yard room, (now very valuable,) and about half the time in building; they are, taking into consideration the relative value of material, furnished at less cost; added to which is the advantage of greater durability.

No. 36. The sources of my information on the preceding points have been mentioned incidentally in the several answers; generally they have been the custom-house authorities of the district and the ship builders.

No. 37. No books or official reports are known to the authorities I have consulted.

No. 38. Shipping and ship building are largely (this year very largely) on the increase. Closely connected with this will be found the information contained in a pamphlet by Dr. Strong, the learned chamberlain of this city, and in the five reports of the Clyde trustees—all sent herewith.

No. 39. No interest known to me exists in favor of introducing American improvements in ship building.

No. 40. This river and frith are the great outlets for the various commerce of Scotland, and engrosses all the ship building nearly the kingdom contains.

QUERIES No. II.

Sailors in merchant service.

No. 1. A register is kept of the seamen of this port. The shipping master at Glasgow has given 6,000 as the number who properly belong to it, but cannot aid me to a more particular knowledge of the proportions in the coasting, internal, or foreign trade, or the number who are natives, and the number foreigners.

No. 2. About one man for every 25 tons seems the rate of a vessel's crew; every vessel, however small, has a mate, and when over 200 tons, two. In steamers, crews are larger, and number about one hand for every 15 tons.

No. 3. Pilots exist at every port to take out and bring in vessels to the various harbors; they are never employed for voyages.

No. 4. Supercargoes are not usually employed in foreign voyages.

No. 5. Different acts of Parliament respecting seamen in the merchant service form a complete code upon the subject, and are very generally known at the ports here. No local regulations in any part of this consular district affecting seamen beyond the ordinary administration of justice under said acts; the chief of which are the mercantile marine act, 13 and 14 Vict., ch. 93; the same act amended, 14 and 15 Vict., ch. 96; the merchant seamen's act, 7 and 8 Vict., ch. 112; seamen's protection act, 8 and 9 Vict., ch. 116; and seamen's fund winding up act, 14 and 15 Vict., ch. 96.

No. 6. No hospital within this district, nor medical officer, expressly for merchant sailors. They pay for their own doctors, or apply, as other poor persons do, to the royal infirmary.

No. 7. A shipping office exists at the principal ports, viz., at Greenock and Glasgow, established by the Board of Trade for no other purpose than shipping seamen. It is understood to be the resort of all seamen wanting employment; and the law compels a seaman to be shipped in it. American seamen are usually brought to the United States consul's office, and before him affix their names to the articles.

No. 8. Scotch sailors are not partial to any foreign service, if we except the American; they frequently declare the living is better in American ships than in their own. Where this partiality exists it meets with no discouragement from any British law.

No. 9. Scotch sailors are not usually found in foreign service; the thing does happen, but most rarely.

No. 10. The living is generally stated on the shipping articles, and seen by all the sailors when they sign. A shipping master at one of the ports in this consulate gives the following: 1 lb. meat, or $\frac{3}{4}$ lb. pork; $1\frac{1}{4}$ lb. bread; $\frac{1}{4}$ oz. tea; $\frac{1}{2}$ oz. coffee, per day; 1 lb. sugar; 1 lb. butter; 1 lb. flour, and $\frac{2}{3}$ pint of peas, per week; and this is corroborated by other evidence as an ordinary example of the rations in the foreign trade. The law makes it obligatory to provide sugar, lime juice, and vinegar. Vinegar must be served to crews after ten days use of salt provisions. Spirits or wine not generally provided, and when so, are wholly at the master's discretion. The shipping articles used in this district are as at other British ports; a form is herewith sent. Wages are forfeited for desertion, by law, and must be paid the sailor within three days of his signing his discharge.

No. 11. The provisions for medicines, for sailors, is minutely specified in 7 and 8 Vict., c. 112, s. 18. Outfit in clothing has not been provided for by any statute, a want lamented by some persons here greatly; explained in maritime affairs. In foreign trade advance of wages is usual. For India voyages two months advance wages is given; for shorter ones, one month; in coasting trade no advance is common.

No. 12. The return of the crew to the port of discharge in Great Britain, or otherwise in completion of voyage, is compulsory; nor can a voyage be extended beyond three years. The articles state they are to be brought back to the United Kingdom.

No. 13. Punishments are minutely specified in the statutes quoted in answer to No. 5 of this series.

No. 14. Sailors are much on the increase in this consulate from a natural and universal extension of all kinds of commerce. This last year their wages are up thirty per cent., and they are now scarce, even with this temptation.

No. 15. Seaport towns are generally the places Scotch sailors come from, a large number are from the highlands and islands, where boats are familiar to the very youngest. Apprenticeship is

not compulsory now, though occasionally entered on by lads of 15 or 16, and drawn out in regular form. The abolition of this necessity is lamented by some here, who assert it is injuring the average character of Scotch sailors for skill in their profession. I have not found fisheries named in a single case as nurseries for seamen, and I have conversed with persons familiar with Scotch sailors for a lifetime. Pilots are distinct from sailors, but there are no apprentices. A pilot invariably is an experienced sailor of over 30 years of age; at first he is tested as to his skill by a short period of probation, which does not last longer than six months. During this period he is in the Clyde, limited to vessels of a small draft of water, less than 10 feet. Pilots at all the ports are a distinct class from seamen.

No. 16. Ships of her Britannic Majesty's navy are exceedingly little heard of in my district; I have found no one familiar with their arrangements. It is presumed this query will be satisfactorily answered from ports more frequently visited by naval vessels than this, and also from London.

No. 17. Sailors are exempt from civil and military duties; but, on becoming householders, pay taxes as other subjects and citizens.

No. 18. There is no impressment of sailors at present in this country.

No. 19. Foreign sailors have all the privileges of natives; there is not the slightest shade of preference given to natives, all are alike eligible in the merchant service.

No. 20. Scotch sailors, speaking generally, are active and skilful in their profession, hardly ever unable to write; in this respect they are superior to either English, Irish, or Welsh sailors. Officers must pass through an examination on their knowledge of navigation, and on their competency as to seamanship. The certificate given by the examiners varies according to the opinion formed of the acquirements of the officer. One Scotch shipmaster declared to me, in reference to the character of his crew, that any one of his sailors was able to command his vessel, so favorable an opinion had he of their intelligence and character. This shipmaster was in the colonial trade.

No. 21. One very experienced shipmaster replied to this query, that the system of navigation known here is that taught in the works of Norrie, Kerrigan, Raper, Sumner, Bowditch, Black, Taylor, and Tonson. That for India voyages, Horsburg's Directory is the standard guide book, and that of the East India Trading Guide is also considerably used; that the compasses in use are almost all British made, and constructed on Sir W. Snow Harris' principle; that the chief makers are Silby, Grey & Kean, McGregor & Heron. Stores for the supply of these instruments and nautical books are numerous in this city and in Greenock. Navigation is a regular subject of instruction in the ordinary public schools; even in the country parishes, one shipmaster assured me, it was exceedingly well taught.

No. 22. The authorities I have relied on in these answers have been the shipping masters of the ports of Glasgow and Greenock, custom-house officials in the different ports of this consulate, a Scotch ship master trading to British America, and a small volume from the publishing house of Bradbury & Evans, London, with the Shipmaster's Guide, by the registrar general of seamen.

No. 23. There are many books, it is believed, on the subject, vitally connected with the mercantile marine affairs of the United Kingdom, but they are not issued from any Scotch printing press, but published in London. No books or pamphlets are known here that could add to the information sought for in this series of queries, other than such as accompany this report.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. Aggregate tonnage, per the custom-house documents of the ports within this consular district, viz: of Glasgow, Greenock, Grangemouth, Port Glasgow, Irvine, and Ayr, 584,694 tons in foreign trade and 1,745,086 tons in coasting trade. In internal trade the tonnage cannot be ascertained. There is severe competition between the railway and canal companies; and the canal company refuse to give their rival the satisfaction of knowing the extent of their business. They have given me some grounds to look for this return, however, and I shall forward it afterwards, if I receive it, for completion of this reply. Please refer to details furnished with despatch of 20th March, 1854, No. 12.

No. 2. The British vessels entered in foreign trade in 1852 were 989 vessels, 239,960 tons; please see tables.

No. 3. British vessels cleared in foreign trade, aggregate of the six custom-houses, as in answer No. 1, were 1,449 and 383,920 tons; please see tables.

No. 4. Thirty-five United States ships, 20,942 tons, entered at the port of Glasgow, and 28 cleared, 18,358 tons; and at Irvine, besides this, 2 cleared, aggregate tonnage 685; please see table.

No. 5. Of vessels belonging to countries other than United States and Great Britain, there were 1,180, aggregate tonnage 205,063, see table No. —, where the number and tonnage of each nation at each of the six custom-houses within this consular district are given in detail, carefully compiled.

No. 6. This query receives its full answer in table No. 1, compiled from the other tables fitted to preceding answers, Nos. 1, 2, 3, and to be forwarded hereafter.—(See contents of despatch No. 12, dated 20th March, 1854.)

No. 7. The chief foreign trade at the port of Glasgow may be said to be that with the United States, the great extent of which is accounted for by Glasgow being the headquarters of the iron trade, and the great seat of the cotton manufacture of Scotland. Next to this may be named the trade with British America in its different provinces. Next to which comes, in importance to the shipping interests of this district, the trade to the young but extraordinary colonies in Australia. These already exceed, in extent and importance, the older plantations of the West Indies, which formed, in years not very long past, a mainstay of the commerce and opulence of Glasgow. Even yet, this is about the largest trade of the port of Greenock; with timber of British America, and sugars from the West Indies, Greenock trade is most mainly sustained. At the custom-house of Irvine—a great outlet for coals and iron, and uniting in one record the business of the lesser ports of Ardrossan and Troon—trade in minerals to Australia and other Mediterranean ports is the most important of all its foreign trades. The times of voyages are given on reliable authority in Beedell's British Tariff, page 126, which I send a copy of.

No. 8. The chief coasting trade of this consular district is unquestionably with Ireland, taking to that country manufactured goods and bonded stores, and bringing from it provisions of every kind. Next to this is that to Liverpool, which is kept down, however, by the severe competition of the railways, being now immensely less than before the railway opened.

No. 9. The chief internal trade is to Edinburgh and Grangemouth by the Forth and Clyde canal.

No. 10. In foreign trade only a foreign owned vessel can be employed. In internal trade and coasting trade, none but domestic vessels can sail, though there is no hindrance to foreign vessels using the canal which does not affect British ships.

No. 11. There are no distinctions whatever, prejudicial to the ships of other countries, in this district as to entering or clearing, whether in ballast or in cargo; all in foreign trade fare exactly alike.

No. 12. The tonnage duties on foreign ships are the same as on British, and at the rate of *2d.* per ton at Glasgow; at Greenock they are higher, and at Irvine. In the document marked —, will be found an official table of the rates charged for light money, with a notice of reduction of the same, obtained from the secretary of the northern light-houses at Edinburgh. There is no charge at any of the ports in name of hospital money from foreign vessels.

No. 13. I have found pilots to be connected at each port with the harbor corporations; annexed are the pilot regulations of the different ports of this district. At Glasgow itself a special pilot board exists, distinct from the harbor trust, composed mostly of ship owners, and numbering five or six gentlemen. Pilotage is charged according to the draught of water: vessels under 10 feet paying *1s. 6d.*, per foot; 10 to 12, *2s.*; 12 to 15, *2s. 6d.*; 15 and above, *3s.* Pilots are licensed by this board, and pay a license fee of *21s.* annually, besides 10 per cent., which is levied from their weekly wages, for a widows' fund. They are generally well conducted men. The discipline exercised over them is of a very strict character. Glasgow pilots take charge of pilotage of vessels 23 miles down the Clyde to Greenock, where the pilots of that port begin the course of pilotage which carries the vessel out to sea.

No. 14. In inquiring of the customs authorities on the subject of quarantine, the answer received is, that there is really no quarantine known. Greenock is the only port where any trace of quarantine is to be found. There all of it I found was an arrangement with one of the medical gentlemen of the place, in that, in case the tide surveyor reported a foreign ship to be diseased, he immediately proceeds on board and makes what examination is prudent, and gives directions in the case. He is styled medical superintendent of quarantine. From what was said to me, his office is all but a sinecure. No quarantine fees or charges exist, nor bills of health required.

No. 15. At Greenock and Glasgow there are infirmaries under admirable management, into which American seamen, in sickness, gain admission, on the same terms as natives; this is the charter of the Royal Infirmary, Glasgow.

No. 16. Happily, no obstacle exists to the disadvantage of the American sailor in sickness; he is as welcome to the privileges as the man born and brought up within sight of the building, on the terms mentioned.

No. 17. I cannot more clearly or fully give answers to this question than by referring to the printed regulations, herewith forwarded to the department, of each harbor within this district. The regulations as to mooring vessels, and as to lying at wharf, are, in these printed papers, set forth with perspicuous and detailed minuteness; and other information of like interest is given, too, which seems to me closely allied to what forms the subject and spirit of the department's inquiry. I have not learned that, as touching a ship, there is any change other than or more than those specified in answer 12.

No. 18. The collector of customs at Glasgow informs me that there is no restriction here as to landing. Baggage is examined by an officer of customs, and duty exacted on any articles found which are subject by law to pay duty, but no fees are exacted.

No. 19. The charges for storage and drayage of merchandise vary exceedingly according to the kinds. I have learned, in reference to articles of great consumption, products of the United States—cotton and flour—that cotton is carted from the ship and deposited in warehouse at a charge of 8*d.* per bale, and kept in store at a rent of $\frac{3}{4}$ *d.* per bale per week; paying, besides, 1 $\frac{1}{2}$ *d.* per bale for shed dues, and 1*s.* 4*d.* per ton of river dues. Flour pays 1*s.* per ton of river dues, 1*d.* per barrel of shed dues, 2*d.* per barrel for cartage from the wharf to warehouse and for storing, and $\frac{1}{4}$ *d.* per week per barrel while in store.

No. 20. The engines used in Glasgow steam vessels are all made at Glasgow or Greenock—nearly all at Glasgow. Oscillating, upright, and direct acting engines are mostly used in the Clyde steamers; in sea going ones, side lever engines. The relative bearing of tonnage and power varies so much that no principle or ratio can be confidently given. From £15 to £20 per ton carries a fair idea of the present charge of a new iron steamer, a wooden one now being hardly ever built. Glasgow is the very headquarters for making steam engines, and imports nothing connected with them. The English tariff, applicable, of course, here, admits all iron free, excepting 2*s.* 6*d.* per cwt. charged on machinery; but in marine engines, nothing is used that is imported.

No. 21. Glasgow hard splint coal, obtained in the neighborhood of this city, costing 10*s.* 6*d.* per 2,240 lbs., is the fuel consumed by steam vessels at this port.

No. 22. The general navigation and commerce has been in a most healthy, buoyant state for the last two years, and is so still in the whole of this district. In accounting for it, most people assign the same causes—the adoption of free trade in the tariff of the United Kingdom, and the increase of gold from California and Australian discoveries.

No. 23. The navigation and commerce of the United States with this district is steadily and largely on the increase. Last year, 78 American ships against 30 in the previous year took cargoes to the United States; and the aggregate exports were over \$6,000,000 against \$4,000,000 in 1852. In this consulate, \$4,250,000 were sworn to of merchandise consigned on British account, against \$3,100,000 of the year before. The general appearances betoken a continuance of this increase. Textile manufactures, the product of artisans who work for much lower wages than are known in the United States, being very largely made here, and the taste displayed in them every day improving, it seems natural to expect an ever widening channel of commerce between this district and the United States.

No. 24. The opinion of those with whom I have conversed has been that the sure and legitimate way to increase the intercourse and friendship of Scotland and America, and of this district in particular, was to apply more and more the principles of free trade in everything, laying especial stress on lessening the duty in the United States upon pig iron.

No. 25. Were the present duties modified, pig and wrought iron, coals, and chemicals would be more freely exported.

No. 26. The present exportation from the United States to this district embraces all articles which could be advantageously sent here. A modification of the British tariff upon many articles, more especially timber and tobacco, would essentially increase the trade.

No. 27. There are no restrictions upon the carrying trade, it being alike upon all nations.

No. 28. Reference is made to tables accompanying these replies, indicating the boats required for the several classes of vessels. Launches cost about 24*s.* per foot in length; other boats about 12*s.* Life boats according to finish. Boats not being built in conformity with the rules prescribed by Lloyd's would not be salable at this consulate.

No. 29. The only line carrying a mail from this port is the line between Glasgow and Belfast, the proprietors of which transport the mail without any charge to the government.

No. 30. For answer, I refer you to manuscript statement furnished by Mr. William Ewing.

No. 31. No merchant vessel is allowed to carry more than sufficient arms to defend herself in case of attack by an enemy or pirate, unless she is furnished with a letter of marque from the Crown, authorizing her to take, burn, sink, or destroy enemy's property. In the event of capture being made, the said letter of marque is bound to take it to a prize court, and there have it lawfully adjudicated upon; and should the captured vessel be declared a lawful prize, it is sold, and after paying expenses, the proceeds are divided amongst the owners and crew in such proportions as agreed upon in the articles.

No. 32. From the same authorities and individuals as were employed in procuring answers to Queries No. II.

No. 33. The answer to this will be found in reply to interrogatories No. 23, Queries No. II.

IRELAND.

BELFAST.

J. C. O'NEILL, *Consul*.

JANUARY 20, 1854.

Annexed you will please find answers, as far as practicable, to queries contained in "Circular Instructions to Consuls and Commercial Agents of the United States," dated October 8, 1853. Allow me, sir, to say that you will find all the information to be such as you can rely on.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 6. Three.

No. 7. Oak for timbers, elm for bottom planking, oak for bends and top sides, and pine for decks. Oak is obtained in this country at the general cost of 3s. 8d. per foot. The elm is imported from North America at a cost of 3s. 1d. per foot. Pine at 2s. 10d. per foot, cubic measure.

No. 8. Red pine, imported from North America and the Baltic. (Price, see No. 7.)

No. 9. Copper and iron. Copper is imported from Liverpool at a cost of 1s. 1½d. per pound. Iron is also imported from Glasgow and Liverpool, at a cost of 2½d. per pound. Iron ore and iron in pigs; the former is imported from Cardiff, and the latter from Glasgow, Ayr, Troon, and some is manufactured here. Bolt iron costs 2½d. per pound.

No. 10. Yes. Galvanized iron, yellow metal, and zinc, are also used; they are imported from Liverpool at a cost of, viz: galvanized iron at 46s. per cwt.; zinc, 35s. 6d. per cwt.; yellow metal, 1s. per pound.

Nos. 11 and 12. None.

No. 13. Yes.

No. 14. Oakum is obtained principally from Russia, at a cost of 30s. 8d. per cwt. There is some manufactured here from old junk, but the quality is not so good as the Russian.

No. 15. Standing rigging, hempen rope, (best quality, at 48s. per cwt. ;) running, hempen rope and chains.

No. 16. Sails are made from hemp obtained from Russia, at a cost of £47 sterling per ton. The canvas is manufactured here, and costs about 1s. 4d. per yard, best quality.

No. 17. No.

No. 18. Iron cables and anchors, imported from Liverpool generally, at a cost of 22s. 6d. per cwt. There are a few manufactured here. Chain cables, 1 inch and upwards, cost 16s. 6d. per cwt.

No. 19. No.

No. 20. In general superior.

No. 21. They are in general equal to other vessels in speed.

No. 22. The most of them carry well.

No. 23. About twenty years.

No. 24. All the shipwrights are natives of Ireland.

No. 25. Wages, 4s. per diem.

No. 26. There are three very extensive ship building yards here—one of them for the building of iron vessels—all private property, situated in Belfast, comprising an area of 5 acres.

No. 27. There are two graving docks, the property of the "harbor commissioners," comprising an area of one acre, the formation of which cost £50,000 sterling. There are also two slips: one the property of the same body, capable of taking on a vessel of 1,000 tons; the formation of it cost £16,000; the other is a small one, and private property. "Gridirons" are about to be formed by the harbor commissioners.

No. 28. Yes; for terms, see Harbor and Dock Regulations, pages 41, 42, 43, and 44, which accompany this.

No. 29. No.

No. 30. No.

No. 31. None.

No. 32. Pitch pine, particularly for masts and spars, if the duty were taken off.

No. 33. None.

No. 34. From £8 to £10 sterling per ton.

No. 35. United States built vessels would not sell to advantage here, unless fast and built according to Lloyd's regulations; price, complete, about £13 per ton, for eight years, for Australian trade.

No. 36. From John Seeds, esq., editor of the Belfast "Mercantile Journal;" Alexander McLaine, esq., ship builder, of Belfast, and from "harbor commissioners'" reports, &c.

No. 37. None, except what I send you.

No. 38. Both shipping and ship building are on the increase, owing to the trade with Australia and California, and the natural increase of trade with other countries.

No. 39. No.

QUERIES No. III.

Sailors in merchant service.

No. 1. Cannot be ascertained.

No. 2. The crew of a vessel of 50 tons, schooner rigged, would be, in all, 5; 100 tons, brig rigged, 6; 200 tons, 9 hands; 300 tons, 14 hands; 400 or 500 tons, barque or ship, 18 hands;

1,000 tons ship, in all, 30 hands—in both foreign and coast trades. The officers generally employed, besides the master, are the first and second mates, who perform the same duties as mates in the American service. Steam vessels of from 200 to 400 tons employ from 8 to 12 of a crew, in all.

No. 3. Foreigners usually employ channel pilots as far as Bristol channel, Plymouth, or Cork; all others employ the river pilots merely for going in and out of port.

No. 4. No.

No. 5. Yes.

No. 6. There is no provision here for sick, infirm, or disabled seamen.

No. 7. Sailors are obtained on application at the shipping office under the control of the Mercantile Marine Board, which was established by Parliament.

No. 8. Belfast sailors often seek American service, and are not discouraged by law.

No. 9. Yes.

No. 10. The rations allowed are: 7 pounds of bread, 10 pounds of beef and pork, 1 pound of flour, 14 gallons of water, per man per week, and 1 pint of vinegar, 7 ounces of coffee, together with lime juice, &c. Wages are forfeited for disobedience, incompetency, embezzlement, and wilful neglect.

No. 11. All vessels are bound to carry a medicine chest, together with a book of reference. No provisions are made for an outfit in clothing. A month's advance of wages is usually given to seamen when shipped.

No. 12. There is no provision made by law for their return to Ireland, except especially stated in the "articles."

No. 13. Obedience to all officers and others in charge is the only discipline that prevails; the punishments are forfeiture of wages and an action before a civil court.

No. 14. The number has decreased; the causes assigned are desertion in the colonies and gold regions, and seeking employment in the American service.

No. 15. Sailors are obtained from the northern part of the counties Antrim and Down. The apprentice system is now abolished. Pilots and their apprentices for this lough and river are a distinct class from seamen. Channel pilots for the Irish sea are generally old ship masters and mariners.

No. 16. Wages in the naval service for able-bodied seamen are £2 10s. per month; the inducements are the "bounty," rations, and increase of wages.

No. 17. Sailors are exempt from all civil and military duties and taxes.

No. 18. They are not now subject either to conscription or impressment; in the time of war they were.

No. 19. Yes.

No. 20. Belfast sailors are considered the best in Ireland for activity and skill, and all the officers are bound to be well skilled in navigation, as they must pass an examination before the Mercantile Marine Board, both as to navigation and seamanship, before getting their certificate of competency.

No. 21. Norrie's system is the one pursued; instruments used are the same as in the service of the United States.

No. 22. The above information has been obtained from Mr. John Seeds, and sundry other persons connected with the shipping at this port, (Belfast.)

No. 23. None.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. Vessels engaged in the foreign trade in the year 1852 were 142; the aggregate tonnage of which amounted to 59,438 tons. Coasting, 311 vessels, amounting to 18,793 tons. No internal trade.

No. 2. The number of vessels that entered the port of Belfast in 1852 was 5,221, the tonnage of which amounted to 684,156 tons; of this 63,297 tons were from foreign countries. It is almost impossible to distinguish the different nations. Additional information on this subject is condensed in the following table:

Tonnage from the year 1837 to 1852, both inclusive.

Entered at the port.			Registered at the port.				
Years.	Vessels.	Tons.	Years.	Vessels.	Tons.	Increase.	Decrease.
						<i>Tons.</i>	<i>Tons.</i>
1837.....	2,724	288,143	1837.....	295	31,475		
1838.....	2,955	298,278	1838.....	298	32,228	753	
1839.....	3,350	354,842	1839.....	335	41,336	9,108	
1840.....	3,323	361,473	1840.....	355	45,632	4,296	
1841.....	3,378	357,902	1841.....	375	49,626	3,994	
1842.....	3,549	337,505	1842.....	375	51,278	1,652	
1843.....	3,370	363,038	1843.....	359	49,402		1,876
1844.....	3,655	445,537	1844.....	365	50,391	989	
1845.....	3,888	492,560	1845.....	394	54,771	4,380	
1846.....	4,168	543,862	1846.....	426	62,094	7,323	
1847.....	4,213	538,523	1847.....	464	68,659	6,565	
1848.....	3,905	506,953	1848.....	475	71,556	2,897	
1849.....	4,080	555,021	1849.....	467	75,441	3,885	
1850.....	4,490	624,113	1850.....	463	74,770		671
1851.....	5,016	650,938	1851.....	461	76,940	2,170	
1852.....	5,221	684,156	1852.....	453	78,231	1,291	

Nos. 3, 4, and 5. Cannot be ascertained.

No. 6. Cannot be ascertained exactly; and for all information necessary, see "Schedule," marked No. 1, accompanying.

No. 7. The Mediterranean, Baltic, United States, and the "Colonies." Freights to the United States, 32s. per ton for pig iron; Australia, £5 per ton measurement. From Quebec to England, 45s. per load for timber; India, no direct trade.

No. 8. The chief coasting trade is to Liverpool, Glasgow, Fleetwood, Whitehaven, and London, carried on by steamers; and the coal trade to Glasgow, Ayr, Troon, and Irvine, in Scotland; Maryport, Whitehaven, Carlisle, Workington, Harrington, Newcastle, Cardiff, and Wigham, in England, carried on by sail vessels to a very great extent; in 1852, 238,488 tons were employed in it.

No. 9. There is no internal trade carried on, except in canals, by flat-bottomed boats.

No. 10. In the foreign trade, foreigners are allowed to participate on the same terms as British vessels, except that they pay double light-money.

No. 11. None.

No. 12. Tonnage duty, 4*d.* per ton and quayage; light-money for Irish lights, 4*d.* per ton; English, 4*d.* per ton and 1*s.* per vessel; northern, 1*d.* per ton. No hospital money or other taxes charged.

No. 13. See Rules and Regulations, pages 45 to 53, annexed. Pilotage is charged by the ton; it averages about one penny per ton.

No. 14. There are none.

No. 15. There is no marine hospital here. The general hospital is supported by voluntary subscription from the inhabitants, and is open for the reception of all persons who may have met with any accident. Admission is obtained through the surgeons attending there; in case of any virulent disease having broken out on board any vessel, the sailors would be removed by the mayor to the hospital of the union poorhouse, at the expense of that establishment. The character of the medical attention is second to none in Ireland. An American sailor can be admitted to the general hospital at a charge of 10*s.* per week.

No. 17. According to harbor master's orders, vessels must moor. No fees.

No. 18. Passengers coming from foreign countries must allow their baggage to be inspected by the customs authorities, and any goods prohibited by law, found, would be forfeited. This is the only regulation that exists.

No. 19. Storage, 2*d.* per ton per week; drayage, from 1*s.* to 1*s.* 3*d.* per ton.

No. 20. The engines of Belfast steam vessels are usually made on the Clyde.

No. 21. Coal is obtained in either Scotland or England, at a cost of 10*s.* to 12*s.* per ton.

No. 22. Increasing.

No. 23. The navigation and commerce with the United States has decreased here. The cause assigned is the increase into Liverpool. The greater part of our goods is obtained from Liverpool.

No. 24. Reciprocal advantages.

No. 25. Linen, linen yarn, muslin, &c. If the duty in the United States were taken off the sewed muslins, it would increase the exportation greatly, without any corresponding loss to the United States, as in linen; for an increase to an unusual amount in coarse linens would interfere with the domestic manufacturers.

No. 26. Spermaceti oil, tallow, cheese, both grain and provisions, flax seed, cotton, &c.

No. 27. It seems probable that Parliament will throw open the coasting trade to foreign vessels during the next session.

No. 28. 10*s.* 6*d.* per foot to 13*s.* 6*d.* per foot.

No. 29. No mails, foreign or packets. Coastwise, we have a mail to Glasgow and Fleetwood every day, and steamers trading to Dublin, Derry, Sligo, London, Bristol, Whitehaven, Liverpool, Morecambe, and Ardrossan.

No. 30. The ordinary mode of effecting insurance is, either on the spot or through agents in London. In case of total loss, underwriters will pay with three or six months' notice, after being satisfied. Rates according to the destination of the vessel.

No. 31. It is optional with the master or owners to arm their vessels. They are not allowed letters of marque, or commissioned as privateers, except in time of war.

No. 32. From sundry persons.

No. 33. None.

No. 34. None.

CORK.

JOHN HIGGINS, *Consul*.

JANUARY 31, 1854.

I have the honor to transmit, herewith, my report, with the information required by your circular instructions of the 8th of October, 1853.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 6. There was one river steam vessel, (paddle-wheel,) of 81 tons, built at the port of Cork in 1852. (For sailing vessels see table A, annexed.)

No. 7. English and Irish oak, Moulmein and African teak; timbers, red pine, from the Baltic and British colonies, North America; decks, mahogany and larch. A duty of 7s. 6d. per load of 50 cubic feet is imposed on foreign timber. The general cost, per cubic foot, at the ship yard is, for English oak, 5s.; Irish oak, 5s.; American white oak, 3s. 6d. to 3s. 9d.; Baltic red pine, 2s. 3d. to 3s.; Quebec red pine, 2s. 6d. to 2s. 9d.; all of best quality. Pieces of oak, of particular form for knees, £2 to £3 each. Breast-hooks, &c., are in proportion. American yellow pine, 2s. 6d.; inferior mahogany, 7s.; green-heart, 7s.; black birch, 2s. 6d.

No. 8. Spars from North America red pine, yellow pine, and spruce, and spars from the Baltic; the duty on these same as on other timber per load. Spars vary in price in proportion to increased size, as a mast piece for a ship of 400 to 500 tons will cost £80 to £120, while a bowsprit may be had at the usual price of timber, (per ton of 40 feet). Red spars are dearer as the size enlarges, and so of all others; the smaller size, to suit vessels of 150 to 250 tons, will cost less in proportion to the quantity contained.

No. 9. Iron of different qualities. Prices in 1852: bar, 5s. 6d. per cwt.; best, 9s. 6d. per cwt. Prices in 1854: bar, 10s.; best, 13s. 6d.; copper bolts, 1s. 3d. per pound; spikes, 7s. 4½d. for six inches long and over. Composition bolts and spikes, 1s. to 1s. 3d. for six inches and over; shorter lengths dearer.

No. 10. Copper sheathing is used at 1s. 2d. per pound; Muntz's metal, a mixture of copper and other metals, is much used, at cost per pound of 1s.; both are imported here from England.

No. 11. None.

No. 12. None.

No. 13. None.

No. 14. Oakum, made from ropes of Russian hemp that have been some time used; cost is now 28s. per 112 lbs.; no difference from those used in the United States.

No. 15. Rope, made from hemp imported from Russia and Manilla; the former now 44s. per 112 lbs., latter 60s. per cwt.

No. 16. Made of flax canvas by operatives here; the canvas manufactured in England and Scotland.

No. 17. None; rigged as American vessels.

No. 18. Rogers' patent anchors and chain cables, generally, manufactured in England. Blocks of the usual kind used in America.

No. 19. None.

No. 20. Superior as to strength, average quality as to safety.

No. 21. About equal.

No. 22. Superior to Mediterranean vessels, equal to American.

No. 23. Upwards of twenty years.

No. 24. Natives.

No. 25. General wages, 4s. per day ; they are now getting 5s. and 6s.; the greater number are constantly employed in the ship yards; but many are independent workmen, to be had when required at their own houses.

No. 26. One large dock passage, more used for repairing than building ; two yards, with slips, at Cork, where one or two vessels of large size are generally on the stocks. The dock at Passage West, capable of taking in the largest steamer afloat, and four or five large sailing ships at the same time, cost, it is said, £60,000 to £80,000. The slips at Cork can take two large vessels on at the same time, each, and room in the yards for as many vessels on the stocks. Cost of each stated to be from £4,000 to £8,000. There is also a private factory for building steam ships of iron from 400 to 600 tons at Cork, a floating dock at Limerick, and one slip at Waterford.

No. 27. The dock and slips referred to in former answer are used for repairs of ships.

No. 28. They are on the same terms as British ships.

No. 29. None.

No. 30. None.

No. 31. None that I can discover, nor do I think they exist.

No. 32. The materials used in the United States could scarcely compete, profitably, with those from the British colonies. The duties on timber are stated in answer 7.

No. 33. None from this consulate.

No. 34. Iron, £8 to £10, for six years, first class, and from £12 to £15, for twelve years, first class ; found only in masts and spars.

No. 35. Second-hand American ships could occasionally be sold, I am of opinion, with advantage, at probably, according to quality, from £6 to £8 per ton at present. They would be purchased for North American timber trade, or carrying coals to West Indies, returning with mahogany or cotton, &c., &c. Clipper ships are rather sought for, I am informed, for various trades.

No. 36. Partly from official sources, part from owners of ships and ship builders, and a part from a gentleman connected with this consulate for the last ten years.

No. 37. None in this consulate that I can learn.

No. 38. Iron screw ships are on the increase, and other ships. The causes appear to be the great stimulus of free trade, increased energy on the part of the merchants and builders, and the high freights caused by the extraordinary demand for Australia, and the somewhat lower rate at which the same class vessel may be had here than in England.

No. 39. None that I am aware of. If American builders could introduce improvements, I am sure they would be received without prejudice ; or if they could introduce equally good ships at a lower price, they would be readily purchased.

No. 40. As far as I can discover, there appears to be a general feeling in this consulate favorable to every American improvement, whether in agricultural implements, in fire-arms,

steam engines, or any other matter in which we excel, and the only impediment to their introduction here is the cost at which they can be produced.

QUERIES No. II.

Sailors in merchant service.

No. 1. See table, form B, annexed.

No. 2. Four men to every 100 tons generally, but there is no precise rule. The foreign and coasting trade of this consulate appear to require the same number. The officers are: master, mate, second mate, and carpenter; both in sail and steam vessels, duties are precisely those of American merchant navy; a third mate may be employed in the largest class of steam vessels.

No. 3. Merely going into or out of port.

No. 4. Very seldom. The foreign trade is very limited.

No. 5. The mercantile marine act and merchant seamen's act.

No. 6. Under the acts above named small pensions are granted to disabled seamen; the sick, if in employment when taken ill, are provided with hospital aid, when it can be procured, at the ship's expense.

No. 7. The master or owner applies to the registered shipping master appointed, as the above named act directs, who has an officer for the purpose of hiring seamen, paying them off from the ships they are discharged from, &c., and performing various duties prescribed by the law.

No. 8. Sailors belonging to this consulate seldom seek foreign service; if they seek any, it is the American. No law exists to prevent them in time of peace.

No. 9. Very seldom.

No. 10. The rations are: one pound of bread, two of beef or pork, tea, sugar, coffee, with some oatmeal and molasses for breakfast, spirits by agreement, or at the will of the master, (see shipping articles annexed.) Wages are forfeited for desertion, and reduced for incompetency. The amount varies according to demand, from £2 10s. to £3 5s. per month.

No. 11. Medicine chests are supplied to ships going on foreign voyages, with instructions (printed) for the master how to use them. No provision made by law for the clothing of seamen. One month's advance of wages, payable by bill or order, three days after the sailing of the ship, provided the seaman sails in her, is almost always paid.

No. 12. By articles of agreement, they are bound to return to the port or ports specified, under certain penalties that the law referred to before requires.

No. 13. A system of fines and imprisonment, which the same law imposes for certain breaches of discipline and disobedience, but which can only be imposed by the civil magistrate, on complaint of the master, under certain regulations. The master has a very limited power of enforcing his commands when at sea.

No. 14. The number, it is thought, is generally on the increase, but they are nevertheless scarce, and sometimes difficult to procure. The cause assigned is the great drain of seamen to Australia, California, &c.

No. 15. A great many boys from the city, having no primary employment, a great many from the coast and small seaports, employed in boats, &c. Apprentices are taken from those classes, bound generally to owners for five years, and are paid about £40, increasing sums every year for that period. In the fisheries, boys generally go with their parents, or relatives, on

shares. Pilots are a distinct class from seamen. There is no system of apprenticeship to pilots here.

No. 16. The wages of an able seaman is 41s. 4d. per month; and for first good conduct badge, 2s. 7d. per month; second good conduct badge, 5s. 2d.; third badge, 7s. 9d.; making a total for an A. B., with three badges, of £2 16s. 10d. Ordinary seamen's pay is £1 13s. 7d. per month; second class, £1 8s. 5d. per month; boys, 18s. 1d. per month; second class boys, 15s. 6d. per month. Rations are: 1 lb. biscuit bread, 1 lb. fresh beef, $\frac{1}{2}$ gill of spirits, $\frac{1}{2}$ lb. vegetables, $1\frac{1}{4}$ oz. sugar, 4 oz. chocolate, $\frac{1}{4}$ oz. tea; and, per week, $\frac{1}{2}$ pt. oat meal, $\frac{1}{2}$ oz. mustard, $\frac{1}{4}$ oz. pepper, $\frac{1}{4}$ pt. vinegar, $\frac{1}{2}$ lb. suet, 2 oz. raisins, 2 oz. tobacco. Petty officer's pay, £3 2s.; second class, £2 14s., with an increase of 8s. per month on entering for 10 years' continued service; 4s. per month is added to a seaman's wages engaging for like period; he is attended to in sickness; in case of accident, he receives a pension after a certain number (say 21) years of service. He is allowed to allocate half his pay monthly to his wife, or any member of his family; if he be not married, he is paid in money, monthly, for any portion of his rations that he may not draw, and he may be advanced to the rank of petty officer with increased pay.

No. 17. No exemption, beyond other subjects of the same class.

No. 18. They are subject to impressment.

No. 19. They may enter on same terms.

No. 20. They are extremely active and intelligent as regards their duties, and much improved in general intelligence. The officers are much improved in navigation, as they are now compelled to undergo an examination as to their fitness for their duties, under the law before referred to.

No. 21. Moore's, Norrie's, Taylor's. The principle is, I understand, the same in all. The instruments are the same as those in use in the United States. They are procured mostly from London or Liverpool. I cannot learn any improvement not already known in the United States merchant service. I cannot of myself state anything important on this subject, nor have I received any suggestion from those I have had an opportunity of consulting that I think would promote the object of the query.

No. 22. From official persons connected with the Local Mercantile Marine Board, from naval officers, and others.

No. 23. No books published here on this subject. The custom-house makes an official report to the Board of Trade, of which copies may be had, (as the collector of customs informed me,) on application to the Revenue Board, London, on payment of a fee to the clerk for compiling them.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

Nos. 1, 2, and 3. See table, form C, annexed.

Nos. 4 and 5. See table, form D, annexed.

No. 6. See table, form C, annexed.

No. 7. The chief foreign trade of this consulate is: British North American timber; Baltic timber, hemp, tar, and tallow; West India sugars; Newfoundland fish and oil; Mediterranean bark and breadstuffs. The outward voyages to North America are made in ballast, and, in the spring of the year, they take emigrants. The ships make two voyages outward and two

inward, occupying about three months each. To the West Indies are exported butter, soap, candles, oats, lime, bricks, and mules. They make generally three voyages outward and inward, and to the Mediterranean, two. The freight for timber is from 30s. to 40s. per load of 50 cubic feet; to the West Indies, 4s. per barrel out, and 60s. per ton for sugar home; 12s. per quarter for grain from Odessa; and maize from Galatz and Ibraila, 12s. 6d. per quarter.

No. 8. The chief coasting trade is in coals from Wales and Scotland; corn (oats principally) to various ports in England; butter, provisions, and passengers, grain and general merchandise along the Irish coast.

No. 9. There is little internal trade by vessels in this consulate. The rivers are few, and, except the Shannon and Suir, only navigable for short distances. The chief trade is passengers, per steamboats on the Lee, to the city of Cork, from the towns on its banks; and the lighterage of grain, &c., from the deep water, when large ships discharge afloat, to the city and fishing boats on the Shannon; turf and peat, corn and fish, to Limerick, also passengers. The same may be said of the Suir.

No. 10. All trade, except coasting and internal trade, on equal terms with British ships, since the passing of what is called the "free trade act," in 1849.

No. 11. None. All foreigners are on the same footing; no distinction as to foreign or domestic ports.

No. 12. Tonnage dues to the local commissioners of the port of one penny per ton. Irish lights, one farthing per ton, less 45 per cent., for each light passed. English lights, one-eighth of a penny for lights passed, per ton, less 25 per cent. No other charges. Same are charged to all British ships.

No. 13. Pilots are licensed by the local boards of harbor commissioners, where they exist, and the rates are fixed by the tonnage of the ships; as to the ports of Cork, Limerick, and Waterford, by the foot, as per regulations herewith. The out ports are left to any arrangement that may be made between the pilot and master of ship. Pilots may be generally relied on for safety, particularly those having licenses.

No. 14. No quarantine, unless actual sickness on board; no fees charged in any case. A clean bill of health is required.

No. 15. The public hospitals are open to American seamen, by a request to the governor or medical officer, at a cost of 1s. 4d. or more, as the case may require, per day, and the medical skill and attendance is of the highest character. Those establishments exist in Cork, Queenstown, Limerick, and Waterford, and under nearly similar regulations, and entitled to the same remark as to skill, &c.

No. 16. Americans are admitted, as stated in the foregoing, on application of consul or master.

No. 17. Vessels at anchor, or in the harbor of Queenstown, are ordered to moor with two anchors, and run in jib-boom. There are no private wharves in Cork, and no fees charged for laying at public quays. No fees charged, but as stated in No. 12. For regulations of Limerick and Waterford, see rules in Appendix; regulations at this port the same.

No. 18. Passengers on landing are required to have their luggage examined by custom-house officers. No passports required. No fees charged.

No. 19. Varies according to demand, and is regulated by private agreement; the usual charge for grain is two pence per month per quarter.

No. 20. The engines are made in Cork for those iron vessels built there of the low pressure

kind, 200-horse power; but several built in England have 300, 380, and 400-horse power. The cost is according to power and kind, from £10 to £20, and upwards, per horse power. No import duty.

No. 21. Fuel is always coals, imported from Wales, and sometimes from the north of England and Scotland, and varies in price from 14*s.* 6*d.* to 24*s.* per ton.

No. 22. Increasing. The demand for grain, consequent on the famine and alteration in agricultural affairs, caused by free trade in that article, together with the removal of several restrictions on commerce, and lowering of duties, with the removal of a great many, all together, have given a great impetus to trade generally.

No. 23. There is very little direct trade with the United States in this consulate, only four vessels having discharged cargoes in 18 months. The American vessels bring breadstuffs to Liverpool and London, and thence coastwise to this consulate.

No. 24. I cannot pretend to point out any particular means, but judging from the effects produced on English trade by the abolition of duties and restrictions, I am of opinion that the nearer the government of the United States approaches to unrestricted commerce, the better for both countries, and the more likely to strengthen the intercourse and friendly relations of both.

No. 25. There are various articles that may be produced here (where labor is so much cheaper than in the United States) of great service to both countries, if our tariff was altered. I can only at present mention the linen trade, which has just commenced here, the sewed muslin, and some other branches of industry.

No. 26. Breadstuffs, flax-seed, well fed and cured pork and bacon are, at present, in great demand at high prices.

No. 27. The coasting trade is the only one they may not at present participate in, and, as the British laws do not permit foreigners to enjoy that trade, I cannot see how the United States can effect any modification of them, except they offer some similar reciprocal advantage to the carrying trade of this country.

No. 28. The number and size of boats, and description used here, are similar to those used by American merchant vessels. The cost is for carvel-built launches, 20*s.* per foot; clinker-built gigs and jolly boats, &c., copper fastened, are 16*s.* per foot. I am of opinion that American boats would not sell at a profit.

No. 29. None.

No. 30. The mode is almost precisely the same as in the United States. The owners of ships or merchandise apply through insurance brokers to individuals, as in the case of Underwriters' Association, known as Lloyd's, in London, or to insurance companies, in London, Glasgow, or Liverpool. In case of loss, if all is fair, the amount insured for is paid as quickly as the necessary legal form of protest, &c., will admit. If there be a dispute, it is brought before the legal tribunals and a jury decide the matter. The rates vary according to the voyage, class of vessel, &c. I do not find any peculiarity different from the United States.

No. 31. Merchant vessels are not allowed to be armed without special license from commissioners of customs, in peace or war. In the latter case, I learn they merely get letter of marque.

No. 32. From the secretary of the Local Mercantile Marine Board, from merchants and traders, and from a gentleman long connected with the American consulate here.

No. 33. No books or pamphlets are published here on those subjects, and the only official report I can hear of is from the customs authorities to the Board of Trade, which may be had as stated in answer to query 23, No. II.

No. 34. I learn that in former years—say 20 or 30 years since—the shipping interest of this consulate was at a very low ebb; that, in fact, all the foreign and nearly the whole of the coasting trade was carried on by English and Welsh vessels. During that period a great change has taken place in that respect, for now the shipping necessary for both foreign and home trade is the property of merchants here. As an instance: in the town of Queenstown, at the period referred to, the whole tonnage in square rigged vessels did not exceed 500 tons, while in 1852 it possessed over 8,000 tons. The same remark applies to the other cities and towns included in this consulate, and I believe to Ireland generally at the same distance of time. Steam was unknown. Now the principal coasting trade with England and Scotland is performed by steamships of this country, and also the internal trade, where steamboats can be introduced.

CHINA.

HONG KONG.

JAMES KEENAN, *Consul*.

AUGUST 8, 1855.

I now enclose answers to the queries propounded by circular of the 8th of October, 1853, together with a circular of the British Chamber of Commerce at Canton, of date 7th of July, and the Hong Kong Government Gazette of 21st of July, 1855, and by this mail, also, the "Chinese Commercial Guide," &c.; and from these latter I opine much useful general information can be obtained. In such a port as this, where nearly all the business is carried on through Chinese, who, with characteristic suspicion of foreigners, and of all inquiries or interference of foreigners, refuse to give any information, or answer only to mislead, and where government officers are so much engaged with the functions of their various departments, it is exceedingly difficult, and, in many instances, almost impossible, to elicit correct information, hence the delay.

ANSWERS.

QUERIES No. 1.

Ship building, &c.

No. 1. Ships are measured in Hong Kong by a government surveyor, under act of British Parliament, 8 and 9 Victoria, chapter 89, sections 18 and 19. (a)

No. 2. Registers are proofs of the nationality of vessels at this port, and issued as such.

No. 3. Vessels are transferred at this port by bill of sale.

No. 4. Foreigners are permitted to own any kind of vessel, and to employ them in any trade. The terms are agreed upon by the parties; no restraint from government.

No. 5. Chinese inhabitants of Hong Kong, possessing certain qualifications, and finding security, can obtain British registers, or sailing letters, for vessels. There is no distinction between foreign and British built vessels.

No. 6. There are no vessels built at this port.

Nos. 7 and 8. Oregon pine is used for masts and spars, the price of which varies according to

(a) See note page 509.

the demand. It rates about \$50 to \$70 per 1,000 feet. Large masts and spars sell at much greater prices.

No. 9. Iron fastenings are chiefly used; about 15 cents per pound.

No. 10. Copper sheathing is used; about 50 cents per pound.

No. 11. No means are used for the seasoning or preservation of timber on this island not used in the United States.

No. 12. There are no public depositories of ship timber on the island but the government storehouses.

No. 13. There are no private depositories of ship timber here.

No. 14. Oakum, pitch, and asphaltum for caulking. Ohenam is sometimes used. It is cheapest, but not good.

No. 15. Hemp and Manilla rope are in general use. The natives sometimes use rope made of rattan. Hemp rope, ordinary, costs from 8 to 10 cents per pound.

No. 16. Sails are made of ship's canvas. The natives generally use China matting.

No. 17. There are many peculiarities in the rig of native vessels; but they have no advantage over the American rigs; nor are there any in the rig of British vessels.

No. 18. In European vessels here, the anchors, cables, tackle, blocks, &c., &c., are the same as those used in American ships; but those of the natives are made here, and are all inferior.

No. 19. The rudders of native vessels are about three times as large as those of American vessels, and are contrived so as to be lifted up out of the water, and let down at will, very easily; they are deep in the water. The natives steer with a tiller.

Nos. 20 and 21. British vessels are similar to our own; but Chinese vessels are far inferior in every way in speed, safety, &c.

No. 22. American vessels are generally preferred by the merchants here for carrying freight.

No. 23. China vessels generally last about ten years.

No. 24. The shipwrights here are natives. English ship carpenters have control of the yards for repairing, and employ them.

No. 25. The wages of the workmen, generally, from 40 to 60 cents per day; that of foremen greater, 60 to 75 cents.

No. 26. No ships are built at this port. The yards are for repairing. Some few junks and lorchas, for Portuguese, are the only exceptions.

No. 27. There is only one slip for repairs in the colony.

No. 28. Foreign vessels are permitted to use it. The terms vary.

No. 29. One slip only.

No. 31. There are no tools, machines, or implements in use here, that are not in use in the United States.

No. 32. Masts, spars, planks, &c., would find a ready and profitable market at Hong Kong. There are no duties levied here.

No. 33. There are no materials used in the repair of vessels here that could be taken to the United States advantageously.

No. 34. None built; the charges for repairing are very great.

No. 35. The price paid for American vessels at this port depends upon the demand; which, during the time of the immigration to San Francisco of the natives, was much enhanced; but since the passage of the act by the legislature of California, imposing a capitation tax, as great almost as the amount usually paid for passages, that immigration and trade, and consequently that

demand has ceased. American vessels from 160 to 500 tons would sell well at this port, for the coasting trade, and to run between China and the East Indies.

No. 36. This information I have obtained by various inquiries of persons engaged in business here, by the politeness of the harbor master, and by personal observation.

No. 37. No publication of the kind has issued here.

No. 38. Shipping is on the decline at this port, in consequence of stringent California laws against Chinese immigration, passed last winter.

No. 39. No.

No. 40. The Chinese are beginning to appreciate steamboats. Two native firms own, each, an interest in two boats plying on the Canton river, and others have been endeavoring to purchase.

QUERIES No. II.

Sailors in merchant service.

No. 1. It is impossible to give the aggregate of native seamen employed on this coast. Their name is legion. Some idea of the great number employed may be formed, when you are informed that the pirates alone, in China waters, are estimated at one hundred thousand men.

No. 2. The usual number of a Chinese crew is twice as great as would be required for an American or European vessel of the same tonnage. The Chinese government has purchased several foreign sailing vessels. These are used as men-of-war, and for the revenue service. Several China houses have purchased foreign (English and American) vessels, and two native firms each own an interest in two steamers plying on the river between Canton, Macao, and Hong Kong. These vessels are officered by Americans, Englishmen, and Portuguese; the crews are either Chinese or Lascars. Steamboats have of late grown much in the favor of natives, dealers, and travellers. Small steamboats best suit the trade. Chinese make good under engineers.

No. 3. Pilots are generally taken by vessels coming in and going out of port, but not always. Vessels going up the Canton river almost always employ river pilots.

No. 4. A supercargo is seldom ever seen in China. Vessels are generally consigned to some commercial house here.

No. 5. The laws respecting seamen are acts of the British Parliament: principally 7, 8, and 9 Vic., chap. 112; 8 and 9 Vic., chap. 116; 13 and 14 Vic., chap. 93; 14 and 15 Vic., chap. 96; 16 and 17 Vic., chap. 31, and Colonial Ordinances, No. 1 of 1849, No. 4 of 1850, and No. 6 of 1852.

No. 6. The British government have a hospital for their sick and disabled mariners. To this hospital the consuls of other nations and the consignees of vessels are allowed to send seamen, by paying at the rate of about 75 cents per day for ordinary treatment; or a higher sum in proportion to the necessities of the case. There is no Chinese hospital on the island; but, in cases of sudden injury, Chinamen are admitted into the British hospital.

No. 7. Sailors for British vessels are shipped at the office of the harbor master, as well as sailors for vessels of all nations that have no consuls at this port. Vessels of nations that have a consular office ship their crews before that officer, on a certificate from the harbor master, stating that there is no objection to their being shipped; and also stating the amount of wages and advance wages agreed upon, together with the nature of the voyage for which they ship.

No. 8. Chinese sailors seek and are employed in foreign service, but it is contrary to Chinese laws. There is no British law discouraging the shipping of any one under any flag.

No. 9. Chinese sailors are frequently employed in foreign vessels engaged in the coast trade, but seldom leave the China seas.

No. 10. Rice, fish, rat, cat, dog, and tea, are the usual rations of Chinese sailors; and the allowance is in proportion to the stock on hand. Foreign vessels are generally well provided with provisions. Spirit rations are not often disallowed, but less often received by the sailors. Wages are forfeited for mutiny or desertion, and portions of wages for refusing or neglecting to join ship, or for refusing to do duty when on board.

No. 11. Each foreign ship is required to carry a medicine chest. Seamen generally obtain one or two and sometimes three months' wages in advance when they ship in foreign vessels.

No. 12. No provision is made by law for the return to Hong Kong of sailors shipped at this port for foreign voyages.

No. 13. There is no regular system of discipline in either the American, English, or Chinese merchant service, other than the well known ship's regulations. The punishments are, especially in the latter service, severe. For ordinary offences in the British merchant service it is generally confinement in irons at a stanchion.

No. 14. During the last year the number of foreign sailors in and about this port has continued much the same.

No. 15. Native sailors are obtained from the whole seacoast, from the islands in the China sea, and from the Yangtse Kiang and Kuang-tung rivers. Besides these, there are many Malay, Bengalee, Lascar, and Manilla sailors on the coast. The primary employment for native youths, who have become sailors, is junk fishing at sea. There is no apprentice system in operation in China. The fishing boys are generally sons of pilots and fishermen. Pilots are a distinct class, but spend their spare time in fishing. Their apprentices are their children. There are no European boys in the colony. The terms fluctuate and depend much on the demand; no regular rule, generally \$15 are paid for pilotage in or out of the harbor.

No. 16. The wages paid in the Chinese naval service last year varied with the fears and hopes of the imperialists and the success of the rebels. Plunder is the great inducement for sailors to enter the China service. The wages in the British service, and inducements to enter it, are the same here as elsewhere.

No. 17. Sailors are exempt from civil and military duties and taxes exacted from persons on land, but boatmen in port pay a license.

No. 18. Merchant seamen are not liable to conscription or impressment in naval service. Europeans or Americans convicted of petty crimes are *permitted* to join the British naval service, if they desire to.

No. 19. Alien sailors can enter the British merchant service on the same terms as British subjects. In the Chinese service, the terms for foreigners are better than for Chinese sailors.

No. 20. The general character of the Chinese sailors for intelligence, activity, and skill, is not good. That of the British sailor here tolerable. British officers in the merchant service are skilled in navigation.

No. 21. The theory of the British merchant sailor, and the system of navigation pursued by them, and the guide books and instruments used, are similar to those used by our mercantile marine; certainly they have made no improvement on our system. Many of these follow Lieutenant Maury's sailing directions. The spy-glass alone is used by the Chinese sailor to look out for pirates or plunder.

No. 22. I have obtained the information given above from various sources and from general observation.

No. 23. No books or pamphlets are published here on these subjects worth the trouble of examining.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. See accompanying return, marked A. Also, for Nos. 2 and 3.

No. 4. See consular return, enclosed, of June 30, 1855.

No. 5. See return A, enclosed.

No. 6. The proportion and number of British vessels that entered this port during last year will be found in A.

No. 7. The chief foreign trade of British vessels is to Sidney, San Francisco, Manilla, Bombay, Singapore, Liverpool, London, and New York. Of Chinese vessels—to Bombay, Calcutta, Luiconie, Singapore, Cape Town, Melbourne, and the Loo Choo islands. It consists of rice, sugar, tea, silk, sugar-candy, grass cloth, crapes, vermilion, cassia, opium; and to San Francisco much hewn granite is taken. The usual rates of freight are: to San Francisco, \$18 a \$20 per ton; to New York, tea, \$18; silk, \$35; to England, from £5 to £7 per ton.

No. 8. The chief coasting trade is to Shanghai, Amoy, Macao, and Fuchow. It consists of sugar, rice, lead, sandal wood, raw cotton, hides, furs, rattans, opium, soy, silks, alum, China-ware, aniseed, candy, brandy, gin, beer, birds' nests, paints, crapes, &c.

No. 9. Tea, rice, silk, crape, betel nut, sandal wood, ginger root, Chinaware, camphor wood, and samshu.

No. 10. Foreign vessels are permitted to engage in all kinds of trade.

No. 11. No distinctions are made as to foreign vessels or foreign countries at this port.

No. 12. Neither tonnage duties nor any other taxes are collected at this port from foreign vessels. Free port.

No. 13. Pilotage is charged as per contract, generally \$15. Pilots are licensed, and can generally be relied on for safety.

No. 14. There are no quarantine regulations at this port requiring bills of health from other ports. No new disease can be imported. There are no quarantine fees or charges paid here.

No. 15. There is a private seaman's hospital here, to which seamen of any nation are admitted on payment of a certain sum per diem, generally about 75 cents, by the consul, or captains of ships to which they belong.

No. 16. See No. 15.

No. 17. The regulations as to the mooring vessels are, to give vessels already at anchor clear berths, not to obstruct the passage; and the regulations usually adopted in English or American ports.

No. 18. No regulations as to the landing of passengers, their passports, or the examination of their baggage exists. No fees are exacted.

No. 19. The charges for storage, drayage, &c., of merchandise are always high; and the former increases with the demand.

No. 20. The engines used here were built in England, with the exception of the "River Bird," which was built in New York. The engine of this vessel is a "beam" engine. The others are generally "direct action" engines. The "River Bird" plies between Canton and

Hong Kong. She cost \$93,000 in all. Of this sum, \$23,000 was paid for her engine. Her tonnage, 527 by register. Engines of from 40 to 600 actual horse power visit this port.

The "Wilimantic," another American steamer, is expected and now due from San Francisco. The rest are all English made.

No. 21. The English steamers all use anthracite coal, generally brought from England.

No. 22. The commerce and general navigation are in *statu quo* here; cause, San Francisco anti-Chinese legislation.

No. 23. The commerce of the United States with this port is declining; cause, California legislation.

No. 24. A line of steamers to San Francisco will effect this purpose, if assisted by the repeal of the anti-Chinese laws of California.

No. 25. Tea, silk, crapes, and sugar, can be sent to the United States with advantage to both countries.

No. 26. Flour, lead, and ship-stores generally; crackers, hams, lead, iron, nails, lumber, tin, glassware, beer, gin, brandy, cottons, long cloths, &c.

No. 27. American vessels are engaged in foreign and domestic carrying trade. The employment is profitable to vessels thus engaged.

No. 28. China built boats are used. American built boats would not sell well at this port or along the coast.

No. 29. Once a month a steamer of the "Peninsular and Oriental Steamship Company," carrying the overland mail, arrives at and departs from Hong Kong. Also, a mail steamer from Calcutta and one from Shanghai. These are all under the control of the agent of the Peninsular and Oriental Steamship Company, at Hong Kong. Their organization is similar to that of the Collins and Cunard lines on the Atlantic.

No. 30. The usage of effecting insurance is similar to the usage of the United States and Great Britain. Many houses here issue policies. Several English insurance offices have agents here, as have also the offices of the "Sun Mutual" and "Mutual" Insurance Companies of New York. The rate on vessels is from 10 to 12 per cent. per annum; on freights, from $2\frac{1}{2}$ to 3 per cent. The insurance is recovered after six months' notice and proof of the loss.

No. 31. All merchant vessels are permitted to be armed, at all times, in these waters. They must be armed for defence against pirates. No vessels have been commissioned as privateers; no letters of marque are issued. The only vessels yet captured in the China sea are piratical vessels. These are always either burned, sunk, or blown up.

No. 32. I have obtained the information given in the foregoing answers from various foreign residents, from examination of various documents, and personal observation.

No. 33. I shall forward, by this mail, the only publications on these subjects of any importance.

No. 34. Hong Kong is rapidly increasing in European, American, and Chinese population, and increasing rapidly in wealth and importance. The merchants and others engaged in the opium trade make money most rapidly; indeed, I do not know a single mercantile house here not in some way engaged or interested in it. About ten new steamers have been placed in these waters since 1st of January, 1854. I have given all the information on these subjects that I can obtain in the foregoing answers. As for China itself, it is now what it was in former years.

A.

Return of vessels, tonnage, and flag, anchored in the harbor of Hong Kong, during the years 1852, 1853, and 1854.

Flags.	1852.		1853.		1854.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
American.....	174	96,282	147	88,439	142	97,703
British.....	542	232,558	534	229,143	425	169,992
Spanish.....	26	6,107	50	4,021	52	17,079
Dutch.....	26	11,898	36	18,945	46	22,822
Danish.....	19	5,149	14	3,319	25	5,641
French.....	8	3,132	6	2,258	8	4,014
Hamburg.....	25	7,361	28	8,970	28	8,841
Prussian.....	2	659	1	450	2	1,069
Mexican.....	1	270			3	540
Portuguese.....	4	1,153	4	906	13	3,783
Swedish.....	8	2,590	12	4,238	7	1,914
Bremen.....	5	1,280	10	3,675	5	2,231
Belgian.....	1	550			1	403
Peruvian.....	10	3,607	3	1,201	24	8,701
Russian.....						
Hawaiian.....			1	156		
Chilian.....			2	660	6	2,987
Siamese.....	2	730	4	1,810	3	2,150
Sardinian.....					1	1,120
Norwegian.....	4	1,053	4	1,689		
Hanover.....						
Burmese.....						
Chinese.....	3	956	2	968	4	1,510
Equador.....	1	248			3	1,807
Netherlands.....	3	1,326	3	790		
Holstein.....	1	400			2	294
Austrian.....			4	1,104	1	210
Steamers from India.....	25	24,562	30	32,639	39	37,543
Steamers on Canton river.....	207	41,472	207	41,472	260	52,000
Total.....	1,097	443,353	1,102	446,853	1,100	444,354

EAST INDIES.

CALCUTTA.

CHARLES HUFFNAGLE, *Consul*.

FEBRUARY 15, 1854.

In my last despatch, under date January 18th, I had the honor of acknowledging receipt of the "Circular Instructions to Consuls," &c., and I am now about to reply to the queries therein

contained. I note that narrations of general history and speculative disquisitions are not desirable; such preliminary remarks, therefore, as I consider required to elucidate the sequel shall be as brief as possible.

Boundaries of the British Indian Empire.—The empire of British India extends from the Himalaya range of mountains on the north to the ocean, embracing the whole of the peninsula of Hindoostan, (with the exception of the few remaining so-called “Independent States,”) including the island of Ceylon and that part of Burmah comprised between the 20th degree of north latitude and the Bay of Bengal; on the east, northern Burmah and the kingdom of Siam; on the west, Persia and Afghanistan. These vast possessions, containing a population estimated at 152,000,000, are thus divided, for facility of government, viz: 1. The Bengal presidency; 2. The Bombay presidency; 3. The Madras presidency; 4. The Agra presidency; 5. “The Eastern States Settlement,” viz: Province Wellesley, Penang, Singapore, Malacca.

The newly acquired territory in Burmah as yet remains under national law, and the island of Ceylon is under the direct government of the crown. The city of Calcutta is the capital of the Bengal presidency and the seat of government of British India. The following replies refer to the port of Calcutta (*a*) only, although the same rules and regulations, it may be assumed, govern all other ports in British India, such as Bombay, Madras, Penang, Singapore, Akyab, Rangoon, Moulmein, &c., &c., these being “dependencies” under the Bengal presidency.

ANSWERS.

QUERIES No I.

Ship building, &c.

No. 1. The legal rules in this consulate for ascertaining the tonnage of vessels are detailed in the act passed by the governor general of India in council on the 5th of July, 1841. In the act passed by the British Parliament on the 4th August, 1845, 8 and 9 Vic., cap. 89, the former rules for measurement are adopted. (*b*)

No. 2. The official documents issued to vessels as proof of nationality and ownership is a certificate of British registry, not materially differing in purport from the register granted in the United States to American vessels. It is called a “certificate of registry,” and I transmit copies in Appendix, hereto annexed.

No. 3. Not any particular document is required for the transfer of vessels. In case of transfer, an application is made by letter, and the formal bill of sale, drawn up by an attorney, and accompanied with a surveyor’s certificate, is transmitted to the registrar of shipping, who then grants a new certificate of British registry. Whenever a vessel is registered, or a master is changed, a bond is required from the master then taking charge. (See Appendix.)

No. 4. There is not any distinction made between foreign and colonial built vessels, if the ownership and command rest with British subjects. If the vessel, wherever built, is the property of a foreigner, a certificate of registry cannot be granted; but a vessel so circumstanced may lawfully engage both in the coasting and internal trade. Aliens, by special act, can be naturalized in British India, so as to enjoy all the rights and privileges of British born subjects. (See act 5 of 1850, passed by the governor general in council, March 8, 1850, entitled “An act for freedom of the coasting trade of India.”)

(*a*) The port of Calcutta and my Consulate.

(*b*) See note p. 509.

No. 5. Foreign built vessels can be lawfully owned by colonial subjects. A native of this country, Hindoo or Mahomedan, being a natural born subject of her Majesty, is, as far as the registration of vessels is concerned, treated in all respects as a British born subject.

No. 6. With the exception of two iron flats built by government in the government dock-yards at Kidderpore, not a single vessel of any description was built in Calcutta during the year 1852. Since 1852, several vessels have been constructed, but, as every description of building material must necessarily be imported, Calcutta is not adapted for extensive operations in ship building. We have, however, every convenience for the most effectual repairs of vessels, such as extensive dockyards, &c. The new possessions in Burmah, which have but recently fallen under British rule, comprise the outlets of the great rivers, and include the vast teak forests of the late Burman empire. At Rangoon and Moulmein ship builders will have facilities for constructing vessels which must give them a very great advantage over almost every other known locality, teak timber being considered as the very best wood known for merchant ships. The greater number of vessels built for native ship owners are constructed at Cochin, on the coast of Malabar, at Coringa, at Bombay, at Moulmein, and a few small vessels at Singapore. These are generally strong and well built, under European superintendence; but such vessels as are usually termed "native built craft" come chiefly from Chittagong. These are very inferior, both in construction and outfit, and scarcely deserve the name of sea going vessels.

No. 7. The kinds of wood principally used in ship building at Calcutta are teak and saul: For timbers, saul; floors, 1, 2, 3 futtocks, top timbers, teak; planking, teak; decks, teak; beams, teak. Teak timber is obtained from Rangoon and Moulmein. It is floated down the great rivers from the forests in the interior, in large rafts, and then brought to Calcutta in ships. There is not any duty upon timber, if brought from places within the territories of the East India Company. From all places beyond these territories, three per cent. Timber is always sold by the ton of 50 cubic feet for square, and 40 cubic feet for rough. Teak timber is subject to defects, the principal being a hollow or decayed centre through the whole extent of the tree.

No. 8. For lower masts and yards, teak is generally used. Sometimes poon, brought from the Malabar coast and Singapore, is used for topmasts and light spars, but pine is preferred, when procurable.

No. 9. Iron fastenings are used. The teak timber preserves the iron. The cost of such fastenings varies from 14 to 18 rupees per maund of 74 pounds.

No. 10. Copper sheathing is used. It is imported from Great Britain. Cost varies according to demand and supply.

No. 11. Not any extraordinary means are used, either for the seasoning or preservation of timber, beyond that which it necessarily undergoes from the time the tree is felled until it is imported and used. Now and then a coating of earth oil is given to country built vessels wherever it can conveniently be applied.

No. 12. There are not any public depositories for ship timber; an arrangement is made for the freight, and when the timber is landed it is sold by public auction, and commands say from 75 to 150 rupees per ton.

No. 13. There are not any private depositories for ship timber. A large quantity of saul timber, cut in the Morung—the belt of a forest at the foot of the Great Himalaya range—at certain seasons, is floated down to Calcutta and landed on the river side above the city, where parties requiring it proceed, and make private purchase.

No. 14. The materials used for caulking are oakum-coir, (cocoa-nut fibre,) and sometimes native hemp, called "sunn." Oakum is made from Europe junk. Coir is obtained at Ceylon, and the Malabar coast. The cost of hemp is 12 rupees per maund; coir, 9 rupees per maund, and sunn, 2 rupees per maund. There is a material called "gull-gull," generally, extensively, and advantageously used in Calcutta. There is a composition of mustard oil and chunam (lime) in the following proportions: mustard oil, 30 lbs., chunam, 50 lbs. Fish oil is preferred to mustard oil, but is much dearer. The use of gull-gull may be thus explained: iron-fastened ships require a protection from the chemical action of the copper sheathing, a coating of gull-gull is therefore spread all over the bottom of the vessel, and then covered with teak sheathing boards; another but a thinner layer of gull-gull is then placed over these boards, forming a bedding for the copper, which is fastened against this last coat. Gull-gull makes an excellent and surprisingly durable cement, not only insulating the iron bolts, but effectually preserving the bottom planking from the worms, which are very destructive to timber in all these rivers.

No. 15. Standing rigging for country built vessels is usually made of coir from the Maldiv Islands. The yards are passed through hot tar before being made into rope. This rigging is very durable, much tighter aloft than hemp rope, and, within the tropics, answers admirably. Coir running rigging is also much used, except for buntlines and leechlines, for which Manilla rope is preferred.

Western India hemp made into rope, 22 rupees per cwt.; Cammabina hemp, 18 rupees per cwt.; pine apple hemp, 18 rupees per cwt.; Maldiv coir, 12 rupees per maund; Maldiv coir, tarred, 13 rupees per maund.

The prices quoted are for the best qualities. Coir is inferior in strength to hemp, and it is customary to reeve running rigging of coir of a larger size than would be required for hemp.

No. 16. Sails are generally made from imported canvas. An inferior description of canvas is made in this country of hemp and jute; but "country canvas" is seldom used, except by inferior "country craft."

No. 17. There are not any peculiarities of rig of any advantage.

No. 18. Anchors, chain and hemp cables, are imported; coir cables are very elastic, and are used by the pilot vessels and the light ships lying at anchor near the sand-heads. The great space required for these cables and their unwieldy nature, forms an insuperable objection to their use in merchant ships. Blocks are the same as those in use on board of our own ships.

No. 19. There are not any advantageous peculiarities, either in shape of rudders or mode of steering.

No. 20. Calcutta built vessels of former years were superior and safer than foreign built vessels. The materials were better, the fastenings were through and through, and clenched upon rings.

No. 21. Excepting the "opium clippers," the speed of Calcutta built vessels is about on a par with other vessels, and

No. 22. Their capacity for carrying freight is much the same.

No. 23. A good teak vessel ought not to require any repairs under twelve years, except the renewal of her copper. After twelve years her bottom fastenings should be examined, and, if necessary, some of the bolts be replaced by bolts of a larger size; she should then remain in good order for twelve years longer.

No. 24. Master shipwrights are generally Englishmen or Scotchmen; the working classes are natives.

No. 25. *Wages of shipwrights*.—Carpenters, (foreman or “mistry,”) 10 rupees per month ; working men of his gang, 6 rupees per month. *Boormadars*, (bore holes, drive bolts, and split timber,) foreman, $\frac{8}{8}$ rupees per month ; laborers, 6 rupees per month. Joiners : foreman, 11 rupees per month ; laborers, 7,8 rupees per month. Caulkers : foreman, 4,12 rupees per month ; laborers, 4 rupees per month. Labor of this description is scarce, and can only be obtained through head men, who require an advance of money, and bring their men to the building yards from the different villages scattered over the adjacent country.

Nos. 26 and 27. There are very extensive ship building yards and docks, chiefly used as before mentioned, for repairing vessels. The government docks at Kidderpore, (below Calcutta, and on the same side of the river,) where all the vessels-of-war, pilot brigs, &c., &c., are received. The Docking Company docks at Homah, on the opposite side of the river, over against Calcutta, are sufficiently large to receive the steamers of the Peninsular and Oriental Company ; besides many other docks, also at Homah, offering every accommodation. The original cost of the docks must have involved a very large outlay ; but at present the docking charges are considered reasonable.

No. 28. All foreign vessels are freely admitted into the Docking Company’s docks and the private docks, on the same terms as British or country built vessels.

No. 29. There are not any marine railways.

No. 30. There are not any peculiarities in the stocks on which vessels are built, or in the manner of launching vessels.

No. 31. Nor any materials, &c., differing from such as are in use in the United States, except such as may have been mentioned.

No. 32. Pitch, tar, rosin, pine board, and pine spars are imported from the United States in most of our vessels coming direct to our port. These articles sometimes command very high prices, but the market value here, as in other places, depends upon the scarcity or the demand. There are not any restrictive duties other than those enumerated in the tariff, hereto appended.

No. 33. Nothing, that I am aware of, used in ship building, could be advantageously transported from this place to the United States.

No. 34. The general charge per ton for building vessels of different classes is 200 rupees, (\$100 ;) but this charge must depend upon the quantity of material in the market. 200 rupees per ton includes outfit of every description, with two suits of sails, but not provisions or crew.

No. 35. American vessels can be sold in this consulate, (see No. 4,) but the value of such a ship would entirely depend upon the scarcity of tonnage ; and the employment of the vessel would depend on certain speculations of the day.

No. 36. My information is derived from my own experience of more than twenty years ; from being allowed free access to official documents, and from the willingness to serve me of all the officers in the government, or other employ.

No. 37. I am not aware of any books or pamphlets ever having been published in Calcutta on the aforesaid subjects.

No. 38. Ship building is on the increase in this consulate, caused by the increased demand for shipping during the past year ; great numbers of vessels being now required for the gold regions of San Francisco and New South Wales.

No. 39. American improvements in ship building would be readily adopted in this consulate.

No. 40. The foregoing replies will, in a great measure, be applicable as regards the several dependencies of Calcutta ; but the Department of State of the United States has been repeatedly

notified, that, as a mere consul, my rights and privileges are limited under this government, and do not extend beyond the Bengal presidency.

QUERIES No. II.

Sailors in merchant service.

No. 1. The aggregate number of seamen in the East India merchant service can only be approximately arrived at, from a statement of the numbers shipped during the year, and the records of the registrar of merchant seamen. These exhibit details, as per the following table, for the year 1852; during which, it appears, 15,422 seamen were shipped at this port. The records do not show the particular trade in which these seamen were engaged; the aggregate, therefore, includes all the men shipped in foreign, coasting, and internal trade. Except for coasting vessels, Calcutta cannot be considered as a port of discharge. The fleet of large London passenger ships, many of them carrying from 60 to 80 men, engage their crews in London, to return back again in the vessel; and American ships, coming direct from ports on the eastern coast of the United States, retain their crews for the voyage, say "to Calcutta and back again to Boston, or New York." Vessels, however, bound towards Bengal from St. Francisco and the ports of New South Wales, find great difficulty in procuring men, and appear to be under the necessity of taking any that offer, paying very exorbitant wages, and, in many instances, the whole of the wages in advance "for the run to Calcutta." Such men receive a discharge here, and those not destroyed by dissipation and the effects of the climate are glad, after a time, of an opportunity to get away from the port. Unhappily, death at certain seasons causes many vacancies even among the best of crews, and foreign seamen are often obtained, after great difficulty, while, in a corresponding degree, high wages are exacted. East India seamen—natives of this country—are called "lascars."

Statement showing the number of seamen in the merchant service in the foreign, coasting, and internal trade, shipped at Calcutta during the year 1852.

British, 2,523; Americans, 457; French, 61; Portuguese, 87; Spaniards, 24; Italians, 34; Danes, 24; Russians, 27; Swedes, 62; Dutch, 23; Germans, 65; Norwegians, 5; Greeks, 9; Poles, 2; Belgians, 2; lascars, 10,523; malays, 387; Turks, 92; Chinese, 257; Africans, 238; Manilla men, 266; Arabs, 209; Australians, 25; New Zealanders, 5; South Sea Islanders, 15. Total, 15,422.

No. 2. All Asiatics are considered as lascars, and the usual number is ten to each hundred tons register tonnage; in addition to these, the captain and officers, Europeans, a Chinese carpenter, and from four to six Christian helmsmen or "sea cunnies," who are sailmakers also. These sea cunnies are generally of Portuguese extraction and natives of Calcutta. In the opium ships, which are all armed, a larger crew than the above is required; but the number stated is sufficient for ordinary voyages.

No. 3. Pilots are employed only for bringing vessels in and taking them out of port.

No. 4. Supercargoes are not employed.

No. 5. The code of laws for the protection and regulation of seamen (acts 27 and 28 of 1850) is hereto appended.

No. 6. There is not any provision made for sick, infirm, or disabled seamen in this consulate, beyond a public almshouse and several well regulated and commodious hospitals.

voyages. Calcutta is the only port in my consulate. I annex a statement of all vessels arrived at and departed from Calcutta, during the year 1852, with registered tonnage.* * *

No. 6. There are not any sea going vessels belonging to this port between twenty and fifty tons burden; and from the table given above, it will be seen that the trade with India is carried on by means of the larger class vessels only.

No. 7. The chief trade of India is undoubtedly that between Calcutta and Great Britain; but there is a large and very important trade between Calcutta and China, controlled by the "opium clippers" and the steamers of the Peninsula and Oriental Company. The Mauritius is regularly supplied from Bengal, and, of late, a trade has arisen with the colonists of New South Wales. The commerce of the Maldivé islands is entirely in the hands of the inhabitants, and they visit Calcutta annually, at a certain season, in vessels of a peculiar build, constructed at some of the larger islets of that archipelago. The prices of freight vary as in other ports, but, in general, the following quotations may be considered as very near the average:

To China, per steamer, opium, \$14 per chest; per clipper ships, opium, \$8 to \$10 per chest; per clipper ships, cotton, \$3 per bale; per clipper ships, rice and saltpetre, 65 cents per bag of 2 maunds.

To the Mauritius, rice, &c., (at 52 cents per rupee, payable there,) from one rupee twelve annas to 2.4 per bag; from (1.12) one rupee and twelve annas to two rupees and four annas (2.4) per bag of two maunds, (150 lbs.)

The times of certain voyages are arranged in the following table:

Time table, showing the probable passage from, and return to, Calcutta, in the different months in the year, with the number of days for the voyage.

Months.	DESCRIPTION OF VOYAGE.																	
	To Madras.	Return.	To Ceylon.	Return.	To Bombay.	Return.	To Bassorah.	Return.	To Mauritius.	Return.	To Rangoon.	Return.	To Penang.	Return.	To Singapore.	Return.	To China.	Return.
	Days	Days	Days	Days	Days	Days	Days	Days	Days	Days	Days	Days	Days	Days	Days	Days	Days	Days
January	8	35	15	45	25	70	45	95	50	70	8	14	18	30	23	35	90	45
February	10	30	18	40	30	70	45	90	35	65	10	14	18	30	23	35	90	45
March	15	20	20	30	30	65	50	85	40	60	12	14	18	25	23	32	80	50
April	22	12	30	20	60	30	85	45	60	49	14	10	20	20	25	25	60	55
May	25	9	35	16	65	30	90	45	60	45	15	9	18	18	24	26	45	60
June	35	8	45	14	68	20	95	44	65	26	18	10	18	18	24	26	35	80
July	35	8	44	13	72	20	95	40	68	30	18	10	18	19	24	30	35	90
August	25	10	40	16	72	20	95	45	65	33	18	10	20	19	25	30	50	90
September	22	12	30	20	68	30	90	50	60	49	14	10	22	23	27	30	60	75
October	15	20	25	30	50	50	85	60	49	53	12	12	24	30	26	35	65	60
November	12	25	20	35	40	52	70	70	40	60	10	14	20	28	25	32	90	45
December	8	30	15	45	30	60	60	80	30	70	9	18	18	30	24	32	90	45

No. 8. The coasting trade is with Rangoon and Moulmein, Penang, Singapore, Ceylon, Madras, and Bombay, but is not of any very great importance.

No. 9. The internal trade is carried on by means of native boats of different capacities, and by steamers belonging to the Hon. Company and to two private companies, viz: 1st. The India General Steam Navigation Company's steamers are 5 in number: 2 being of 140 tons burden, 2 of 80, and 1 of 100 tons; all with paddle wheels. These steamers have limited accommodation for passengers, and the cargo vessels are taken in tow. 2d. The Ganges Steam Navigation Company's steamers are 3 in number.

The great India railway is now (1854) progressing very favorably. The chief terminus is at Howrah, opposite to Calcutta; and when this important work shall have been completed, the internal trade of the country will, as a matter of course, no longer be restricted to river navigation.

No. 10. There is not any kind of trade in which foreign vessels are not allowed to participate.

No. 11. Not any distinctions are made as to foreign countries, or as to foreign or domestic ports, with respect to entering or clearing foreign vessels with cargoes or ballast.

No. 12. For duties, &c., exacted from vessels visiting Calcutta, see Appendix.

No. 13. Regarding pilots and pilotage charges, see Appendix.

No. 14. Not any quarantine laws are in force in this consulate, nor are bills of health required.

No. 15. Sick American seamen are admitted into all the hospitals on the same footing as British seamen, and at the Medical College hospital—one of the most perfect institutions of the kind in the world—sick seamen are admitted and receive every care and attention free of all charges whatever.

No. 16. Answered by No. 15.

No. 17. For port regulations, mooring hire, fees, &c., see Appendix.

No. 18. Passengers are permitted to land without the least annoyance from custom-house officials. Their luggage is passed without any examination whatever, and passports are never required.

No. 19. For the usual charges on storing merchandise, see Appendix.

No. 20. All the engines used in steam vessels plying from this port are imported from Great Britain, and generally are brought here in the steam ships to which they belong. For kind and power, see No. 29.

No. 21. Coal is used, and English coal is preferred. The imported fuel is superior to the country coal, and, owing to the difficulties attending inland transport, the difference of cost is but trifling.

The opening of that portion of the great railway leading from Calcutta to the coal mines of Burdwan during this year (1854) has been officially announced. Transportation, by railway, will cause a material fall in the price of fuel.

No. 22. A table, showing at one view the progress for the past five years of the commerce of Bengal, is appended.

No. 23. The navigation and commerce of the United States is greatly on the increase with this port, owing, in a great measure, to the favorable alteration in the navigation laws. During 1852, 75 American vessels entered; during 1853, 109 American vessels entered.

No. 24. The present friendly intercourse and relations between the United States and Great Britain, if continued, cannot fail to promote the commercial prosperity of the United States.

No. 25. I do not know of any profitable article of export with which the merchants of both countries are not fully acquainted.

No. 26. The merchants of the United States send to this consulate, with apparent advantage, the following articles, viz : tar, pitch, rosin, pine boards, pine spars, mahogany, cotton piece goods, spirits of turpentine, tobacco, soap, candles, clocks, snuff, brimstone, ice, and apples ; but by far the greater portion of American vessels arrive in ballast.

No. 27. American vessels might advantageously participate in every description of carrying trade out of this port.

No. 28. The boats used by merchant vessels belonging to this port do not materially differ from the boats used on board of American ships, and as every facility exists for building boats of every description here, I do not consider that American built boats could be exported advantageously to this consulate ; but a few cedar clinker built whale boats might, possibly, prove a profitable speculation. British ships always carry a long-boat.

No. 29. The mail, called the "*Overland Mail*," was formerly conveyed from India by the steamships of the India navy ; but at present the Peninsular and Oriental Company hold the government contract for carrying the mails for Europe *via* the Red sea, as well as to China and the coast ; and are thus enabled, as yet, to defy opposition between this city and Suez.

The "General Screw Steam Shipping Company" have, within the past year, established a line of ten steamers between Calcutta and London *via* the Cape of Good Hope. These vessels convey a government mail, and sail from this port on the 15th of every month. Eight of them have a burden of 1,800 tons and two of 560, each.

No. 30. Insurance is effected in Calcutta in the same way as in our commercial cities. Risks are taken on American ships upon the same terms as on British vessels, and losses settled as in the United States.

No. 31. The opium vessels sailing between Calcutta and China are all armed for their own protection from pirates ; but letters of marque are not granted, nor are they commissioned as privateers.

No. 32. See answers to queries 36 and 37 of No. I.

No. 33. In the Appendix I have given certain publications which can be obtained in Calcutta, and a "Commercial Annual," being a tabular statement of the external commerce of Bengal, issued to subscribers at the end of every year. Books, like everything else involving foreign talent or labor, are expensive in this country.

No. 34. My replies may be considered as generally applicable to the smaller ports of British India.

BOMBAY.

EDWARD ELY, *Consul*.

JANUARY 27, 1854.

Answers to Queries of Circular of Consuls of October 8, 1853.

QUERIES No. I.

Ship building, &c.

No. 1. The legal rules for ascertaining tonnage, &c., in Bombay, are the same as those employed in England. Ship builders' rules are also the same.

No. 2. The same documents, &c., are issued to Bombay vessels as are issued to all other English vessels.

No. 3. Vessels are transferred by bill of sale and new register.

No. 4. Foreigners are allowed to own and employ Bombay vessels.

No. 5. Foreign built vessels, same terms as Bombay built.

No. 6. Six hundred and sixty-nine merchant vessels were built on the west coast of India in the year 1852.

No. 7. Teak wood is used in all cases, brought from Malabar coast. Cost, about 20 rupees per 100 feet; duty free.

No. 8. Puen is used for spars, brought from Malabar coast. Costs about 9 rupees per 100 feet; duty free. It is considered better than spruce or pine, though much heavier.

No. 9. Copper and iron fastenings are used at an advance cost of about 20 per cent. on European prices.

No. 10. Copper and composition sheathing, except in native craft.

No. 11. All timber is seasoned by exposure in the open air.

No. 12. There are no public depositories of timber.

No. 13. There is one at Mazagon belonging to natives, but there is no regularity or system of management.

No. 14. Oakum and pitch are principally used for caulking, but dammer is often used by natives at a cost of two-thirds. It is so soft that rosin must be mixed with it. It comes from the Straits of Malacca, and would do for a cold climate.

No. 15. Coir rigging is generally used; if laid up well it lasts as long as hemp. The only fault it has is its great elasticity. It makes the best hawsers and stream cables, and is never injured by salt water. Costs, before it is tarred, about 5 rupees per cwt.; duty 3 per cent.

No. 16. Sails of large vessels are mostly made of Scotch canvas. Those of smaller craft, of India hemp; they are of a loose texture, and will not hold wind, though strong.

No. 17. Large vessels are rigged the same as American. Native craft of 200 tons are often latten-rigged.

No. 18. Anchors, cables, &c., same as those used in American ships; usually imported from England.

No. 19. There is no peculiarity of rudder, &c., in Bombay ships.

No. 20. Teak built ships will stand harder service than others. Teak does not corrode iron fastenings, &c.

No. 21. Rather superior to other vessels in safety; same speed.

No. 22. Same capacity as other vessels.

No. 23. Will last from 30 to 50 years.

No. 24. Bombay shipwrights are all Parsees, and are considered equal to the best English artisans.

No. 25. Their wages are 15 rupees per month. Natives of Bombay and Guzerat.

No. 26. One government and one private building yard in Bombay, each capable of accommodating five ships.

No. 27. There are five government docks for repairs; whole estimated cost about 700,000 rupees. There are also two private docks at Mazagon, Bombay harbor.

No. 28. Foreign vessels are permitted to use them on equal terms.

No. 29. There are no marine railways on the west coast of India.

No. 30. The same as American stocks.

No. 31. The same tools are used as in America.

No. 32. Copper, pitch, tar, and rosin might be imported from America. Copper sheathing,

55 rupees per cwt. ; annual import, 400 tons ; duty, 10 per cent. Copper bolts, 50 rupees per cwt. ; annual import, 700 tons ; duty, 10 per cent. Pitch, 3 rupees per barrel ; annual import, 1,100 barrels ; duty, 10 per cent. Tar, 9 rupees per barrel ; annual import, 2,600 barrels ; duty, 10 per cent. Rosin, 4 rupees per barrel ; annual import, 620 barrels ; duty, 10 per cent.

No. 33. Coir rope, or the material, and dammer, might be taken to the United States and often advantageously used.

No. 34. From 150 to 200 rupees per ton is charged for building square-rigged vessels in Bombay, according to quality.

No. 35. Two American vessels have been sold in Bombay in 1853. Barque A 1, four years old, 560 tons, \$108 per ton. Opium clipper brig A 1, one year old, 200 tons, 55,000 rupees. There is no great market for American vessels here.

No. 36. Master attendant, Bombay, marine storekeeper.

No. 37. There are no books or pamphlets on these subjects containing relevant information.

No. 38. Ship building is rather on the increase, owing to recent employment in Australian trade, greater amount of native produce, and higher rates of freight in general.

No. 39. American improvements are sought for vessels in the opium trade. As there is nothing to prevent American vessels engaging in the trade, I would recommend the last. A regular line of three or four American steamers, either government or private, would soon pay for themselves, to run between Bombay, Singapore, Hong Kong, and Shanghai. The native merchants would employ them in preference to the lumbering steamers at present running, and all the light freight, opium, &c., would soon fall into such a line at high rates. I have before recommended such a line.

QUERIES No. II.

Sailors in merchant service.

No. 1. The aggregate number of seamen engaged in merchant service on the west coast of India in 1852, as far as can be officially ascertained, is 101,907.—See table.

No. 2. About 12 men to the 100 tons.

No. 3. Pilots are employed in and out of port only.

No. 4. Supercargoes are always employed by native owners.

No. 5. The English "merchant seaman's act" slightly amended.

No. 6. There is a hospital where the sick and disabled of all nations are admitted, at a cost of 1 rupee per day.

No. 7. All English and native seamen are shipped at the office of registry for seamen ; seamen for foreign ships are shipped by the consul of their own nation.

No. 8. Lascars, of late years, seek the service of all nations, and are never discouraged from so doing.

No. 9. They are.

No. 10. To European sailors, the same as in all English ships. To lascars, rice, dhall, ghee, salt fish, and curry stuff, *ad libitum*. Spirits are allowed to Europeans, but not to lascars. Shipping articles, penalties, &c., same as English ships.

No. 11. Same provision made as in English ships generally ; one month's advance is always paid.

No. 12. None. Lascars generally stipulate, when signing articles, to be returned within a stated period to some port of India.

No. 13. Same as exists in English service generally.

No. 14. Increase. Same cause as increase of ship building.

No. 15. All parts of the "west coast." There is no apprentice system existing in the East India merchant service. Lascars are trained in the native coasting craft.

No. 16. 20 rupees per month, to Europeans and Americans. With good conduct they may become eligible to petty offices, and after a certain period to government pilots.

No. 17. All sailors are exempted from taxes, military duty, &c.

No. 18. They are not.

No. 19. They can enter, and usually receive double the pay of a lascar.

No. 20. Lascars are active and obedient, though they cannot steer. Three lascars are reckoned equal to two Europeans, and are always preferred. The officers and commanders are of the same class as we find in English ships generally.

No. 21. Norrie's Epitome, and English works generally. The recent theory of "Rotary Storms" has been universally received by navigators in India, and found to be entirely accurate. It is acknowledged by all the most experienced navigators that "Piddington's Horn Book" should form as essential an article in the outfit of a ship as a sextant or chronometer.

No. 22. Various authentic sources; master attendant, registrar of seamen, deputy collector at Kurrachee, &c.

No. 23. There are no works on the aforesaid subjects; though I would strongly recommend, from my own experience, the general use in our navy of all the recent works on the laws of circular storms; among which I consider "Piddington's Horn Book" to be the best for vessels navigating the Indian Ocean, Bay of Bengal, and China Sea.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. The total aggregate tonnage of all vessels employed in the merchant service of the "west coast of India," in 1852, was 810,823 tons.

No. 2. There were 261 Bombay vessels entered in foreign trade in 1852, and 294 in 1853.

No. 3. There were 255 Bombay vessels cleared in foreign trade in 1852, and 281 in 1853.

No. 4. There were 15 American vessels entered and cleared in Bombay in 1852.

No. 5. There were 383 vessels of all nations entered and cleared in Bombay in 1852, and 391 in 1853.

No 6. See tables.

No. 7. The chief foreign trade of Bombay square-rigged vessels is with China and Mauritius. Voyage to Hong Kong in southwest monsoon, 35 days; in northeast monsoon, 70 days.

In southwest monsoon—down the coast, across the Bay of Bengal, through the Straits of Malacca, and up the middle of the China Sea.

In northeast monsoon—down coast across the bay of Bengal, through the Straits of Malacca, and around the Eastern Islands. Freights to China fluctuate from 30 to 65 rupees per ton, chartered by voyage and by month irregularly.

Latten-rigged vessels go to Persian Gulf, Muscat, Aden, Zanzibar, &c. Impossible to learn regarding voyages.

No. 8. The chief coasting trade is on the west coast of India, from Point de Galle, in the

south, to the river Indus, in the north; consisting of cotton, rice, sugar, and other articles of domestic consumption.

No. 9. The chief internal trade consists in bringing down the rivers and bays cotton, rice, opium, &c.

No. 10. Foreign vessels are allowed to participate in the foreign and coasting trade, though not in the internal.

No. 11. There are no distinctions made.

No. 12. Bombay tonnage duties, $\frac{1}{16}$ rupee per ton. Light-house dues on ships, from 15 to 20 rupees per 100 tons, according to the nature of the cargo, time of the year, &c., &c.

Pilotage is regulated by the season, and is as follows:

Tons.	Rupees.	Tons.	Rupees.
100 to 300.....	50 a 75	900 to 1,000.....	85 a 110
300 to 400.....	55 a 80	1,000 to 1,100.....	120 a 145
400 to 500.....	60 a 85	1,100 to 1,200.....	130 a 155
500 to 600.....	65 a 90	1,200 to 1,300.....	140 a 165
600 to 700.....	70 a 95	1,300 to 1,400.....	150 a 175
700 to 800.....	75 a 100	1,400 to 1,500.....	160 a 185
800 to 900.....	80 a 105	1,500 to 1,600.....	170 a 195

No hospital money is exacted; there are no free hospitals.

No. 13. Pilots and pilotage are regulated entirely by government. The pilots are licensed, and may be implicitly relied on.

No. 14. No pratique or quarantine regulations exist.

No. 15. There is a hospital where seamen of all nations are admitted, at a charge of 1 rupee per diem. The house is good; medical and surgical attendance the best. Englishmen obtain admittance through the port surgeon, foreigners upon a certificate from their consul.

No. 16. They are.

No. 17. All vessels are moored in four to six fathoms water, in a clear berth; thirty fathoms on each chain in fair, and forty-five fathoms in southwest monsoon. There are no wharves, and no other fees are exacted except such as are common to all English ports.

No. 18. Passengers may land with their baggage, under the inspection of a customs officer, without a passport or fees being demanded.

No. 19. A lighter of 10 tons, 1 day, 3 rupees; storage per 100 tons per month, 10 rupees; 1 buffalo cart of $\frac{1}{2}$ ton, 1 day, $1\frac{1}{4}$ rupee.

No. 20. Engines used in Bombay steamers are all low pressure, about 20 to 25 horse power per 100 tons. They are imported, duty free, from England.

No. 21. Welsh and Newcastle coals are mostly used for fuel, brought from England; Bombay price, per ton, 15 rupees.

No. 22. The general commerce of the "western coast of India" is increasing very rapidly. The principal causes are the increasing demand for staple articles—as cotton, opium, indigo, rice, oilseeds, hides, coir, saltpetre, gums, and spices; increased quantity produced of these and other productions, greater facilities for bringing goods from the interior, and the developing energy of the natives.

No. 23. The commerce of the United States is confined to the port of Bombay; consisting of ice and sundries, out, and wool, oil seeds, hides, drugs, sandal wood, &c., home, or freights to China. The American trade is also on the increase.

No. 24. Could the United States government succeed in effecting a change in the present

differential tariff of the ports of India that would admit American manufactured goods to be imported at the same rates as English, the American merchants could then successfully compete with those of England, and a vast market would at once be opened for the productions of the American cotton mills, as well as for every other marketable article. This would quadruple our trade in India, and place our ships upon the same footing as those under the English flag.

No. 25. Wool, oil seeds, hides, drugs, sandal and other woods, gums, spices, horns, indigo, ivory, coir, and a new saltpetre.

No. 26. Ice, tobacco, naval stores, provisions, and, were an equal tariff to exist, every other article used in India.

No. 27. The carrying trade, foreign and coastwise, is free to American vessels, but the internal trade would not be available.

No. 28. Bombay vessels use teak built boats; none others would answer so well or find a sale.

No. 29. There are five mail lines of steamers from Bombay: the 1st is the overland mail line from Bombay, to join the direct lines from Hong Kong and Point de Galle to Suez, at Aden. It consists of the steam frigates of the Indian navy, whose headquarters are at Bombay. It is bi-monthly. The 2d is the China mail line, from Bombay to Point de Galle, thus joining the direct line from Suez to Hong Kong. It consists of two steamers of the "Peninsular and Oriental" Company, of London; bi-monthly. The 3d is the Kurrachee mail line, from Bombay to Kurrachee. The steamers belong to the "Bombay Steam Navigation Company." It is a tri-weekly line, and also carries the mails intended for the Persian Gulf. The 4th is the Surat mail line. The steamers belong to the "Bombay Steam Navigation Company;" tri-weekly. The 5th is the line to Panwell; daily mail. Steamer belongs to natives.

No. 30. All vessels belonging to Bombay which are insured, effect their insurance at "Lloyd's," in London, through an agent in Bombay.

No. 31. East India merchant vessels are always armed, and should a war occur they would conform to the same rules as those of England generally.

No. 32. Secretary of government, commodore of Indian navy, master attendant, collector of customs, and Lloyd's surveyor.

No. 33. None actually relevant.

No. 34. Commerce, agriculture, manners, and customs in western India are becoming every year more nearly assimilated to those of England and America. Trade of every description is rapidly advancing, and the natives themselves are becoming aware of the utility of public improvements. Bombay will soon be the seat of an immense trade, when the improvements now commenced are finished. There are already thirty miles of railroad finished from Bombay, and it is proposed to make this port the centre of a radiating series of rails to all parts of the coast and interior. There are several iron river steamers now building, destined for the "Indus," which, with the flotilla at present running, will supply all the present wants of commerce in that quarter. The Bombay docks are the best in the east, and are, in fact, the only ones where good work and full repairs can be given.

SINGAPORE.

CHARLES W. BRADLEY, *Consul*.

AUGUST 17, 1855.

In compliance with the demand of the "Circular Instructions to Consuls and Commercial Agents of the United States," under date of October 8, 1853, I have now the honor to reply,

premising that the intricate and laborious duties assigned by these instructions have rendered impossible an earlier transmission of answers. which, ever since my arrival here, in October, 1854, I have been most assiduously endeavoring, both by correspondence and by personal investigation, to make reasonably accurate and satisfactory. The department will bear in mind that these researches have extended to all the ports within this consulate, to wit: Penang, or Prince of Wales' island, Singapore, and Malacca; and that the communication between this and the first and the last named ports is always uncertain, and often at distant intervals. The great variety of topics, also, the consideration of which the circular requires, obliges the respondent to seek his information from many independent sources; and to digest, draught, engross, and record all this, is manifestly the work of time, if it be decently and trustfully done.

With regard to the figured statistical tables, marked from 1 to 20, I have to observe that they are in some degree complementary of the answers required by the aforesaid circular; but they will not, I trust, be the less acceptable to the department on that account, as they contain useful collateral information. They require, however, some explanation, which I beg leave to present:

1st. The United States consulate at Singapore, according to present arrangement, includes the whole of the "incorporated settlement of Prince of Wales' island, Singapore, and Malacca."

2d. The official year here, as throughout the dominion of the British East India Company, commences each year on the 1st day of May, and ends on the 30th day of April of the following year. This, then, is the portion of time embraced in these statements, viz., from 1st May, 1852, to 30th April, 1853, inclusive.

3d. Valuation of exports and imports is therein set down in the Company's rupees, which are to be counted at par, being $44\frac{53}{100}$ cents each of the United States federal currency.

4th. Tonnage of all vessels, except those of the United States, is to be estimated at fifty cubic feet per ton, and that of American bottoms, agreeably to our national register measurement, at forty cubic feet per ton.

5th. Where "North America" is mentioned as the place of export or import, the United States only is to be understood—that being the only portion of the North American continent with which any trade is carried on from hence. With regard to the details of these statements, no absolute reliance can be placed on them. They are but an approximation to the truth; and the numbers in general, if not always, as I have good reason to know, are far below the true mark. This is, indeed, admitted by the official registrars of imports and exports, from whom I have derived my information on these points. All the Straits ports being free from duties of every kind, there is felt to be less necessity for scrutinizing the nature, extent, and valuation of the merchandise imported and exported. At the root of all this imperfection in returns are the very defective regulations which are in force; and no more accurate statistics can be obtained, so long as no penalty is provided for the non-compliance of the merchant who ships and receives goods.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 1. The legal rules for ascertaining the tonnage of vessels in this consulate are contained in the acts of Parliament, 17th and 18th Victoria, chapter 104, commonly cited as "the

merchant's shipping act of 1854." (a) This act came in force on the first day of May, 1855.

Nos. 2 and 3. The act referred to in the preceding (No. 1) being equally binding in all parts of the British possessions, there is no local peculiarity here in the bills of sale and registers, as proofs of nationality and ownership, nor in the transfer of such property. Forms are given in the appendix of that act.

No. 4. Foreigners, being aliens, are not allowed to own either country (b) built or British home built vessels, whether the same be engaged in foreign trade or in coasting, (there is no internal trade here;) they may, however, employ all such ships either as freighters or as charterers.

No. 5. Subjects of the British crown, whether English, Bengalis, Malays, or Chinese, &c., are fully allowed to own foreign built vessels, on producing at the proper office a bill of sale, and receiving a new register. There is no distinction in this respect between foreign and domestic built vessels.

No. 6. The largest vessels built within any of the ports of this consulate do not exceed sixty tons. Perhaps one such, or smaller, per year is built at Singapore, and another at Malacca. I have tried, ineffectually, to ascertain this fact precisely for 1852.

No. 7. Having, in answer to No. 6, replied, inferentially, that European ship building can hardly be said to be carried on at all in the "Straits Settlements," I shall consider this question as relating to naval repairs, remarking that Singapore has great facilities therefor, and that vessels often come from China, Batavia, and always from Penang, for this purpose, on account of the comparatively great cheapness and thoroughness with which they can be made here. For planking and decks, teak (*tectona grandis*) is preferred. This wood is brought from Moulmein, Rangoon, and Siam, and small quantities, also, from Java. That from Siam is most free from knots, and is, therefore, generally selected for deck planks. There are also three kinds of native trees used for the same purpose—called, in Malayan, *dammar laut*, *chingei*—and the red and white *meranti*, which are found plentifully in the neighboring islands and in Johore. The timber used is chiefly of two sorts, and these are called by the natives penagah and miraboo. The latter is the *metrosideros amboinensis* of botanists. They grow in abundance, and near at hand. Teak wood is the only one imported, and this being a free port, it pays no duties. I have not been able to ascertain the cost of any of these in 1852, but at the present time, August, 1855, they may be put down as follows: teak, landed at the ship yard without further profit, \$1 per cubic foot; penagah, landed at the ship yard without further profit, 20 cents per cubic foot, (used mostly for knees;) miraboo, landed at the ship yard without further profit, 45 cents per cubic foot, (used mostly for posts.) They are all good, and well adapted to their several uses.

No. 8. The kind of timber used for masts, spars, &c., is sometimes Europe and American pines and hemlock, but more generally trees of indigenous growth. These are the bintanger, (*calophyllum mophyllum*,) pune, (a generic word for all sorts of timber, but currently applied to a particular kind only,) changel, and kalang. There is little or no difference in the cost of these. The present charge for masts, &c., when finished and ready to be set up, is: for masts

(a) See note, p. 509.

(b) As I shall frequently have occasion to use this word "country" in filling the blanks, I shall define it here. By a "country ship" is universally understood in the east a vessel that was built in the east by British, Dutch, or other European subjects, and sailing under the British, Dutch, or other European flag. Such are the vessels built at Calcutta, Bombay, Java, &c. They are, almost without exception, built of teak wood, and are officered with European masters and mates, with subordinate officers and crews of natives, generally called lascars.

of 50 to 60 feet, \$1; masts of 60 to 70 feet, \$1 25; masts of 70 to 80 feet, \$1 50 per running foot. The quality of each of the three woods is good.

No. 9. The fastenings chiefly and, indeed, *always* used for American and European built vessels, is copper; for country ships, iron, without exception, as it harmonizes as well, or better, with the teak, of which these ships are composed. The prices, in 1852, were, for copper fastenings, \$30 per picul, (133½ lbs.); for iron fastenings, \$6 50 per picul, (133½ lbs.) At this time, August, 1855, copper fastenings cost \$45 per picul, (133½ lbs.); iron fastenings cost \$7 50 per picul, (133½ lbs.)

No. 10. Copper sheathing is used; so also is a sheathing of what is called "yellow metal." Quotations for copper sheathing, in 1852, were \$31 per picul, (133½ lbs.); in August, 1855, \$48 per picul.; yellow metal \$25 per picul, (133½ lbs.); in August, 1855, \$43 per picul. Both these are obtained at this market from England. The advance in cost in these and in other marine stores is attributed to the present European war, and to the small supplies consequent thereon, as well as to the discovery of gold in Australia, which has raised the rates of wages in England.

No. 11. No means are practiced or known here for the seasoning or preservation of ship timber but such as are in common use in the United States.

No. 12. There are no public depositories of ship timber within the bounds of this consulate.

No. 13. In Singapore there are two private depositories of ship timber connected with the ship yards of Messrs. Tivendale & Co., and Messrs. Badenoch & Co.; a third ship and lumber yard is about to be established here. There is but one in Malacca, and none in Pinang. These are partnership companies and have no peculiar regulations.

No. 14. The materials used for caulking, are: 1st. Oakum, for general use, comes from Europe and America; cost, in 1852, \$9 per cwt.; in 1855, \$14. 2d. Coir, for new work on the bottom, comes from Ceylon, Calcutta, &c.; cost, in 1852, \$4 per cwt.; in 1855, \$4 50. 3d. Cotton, for new teak decks, from Bombay; cost, in 1852, \$10 per cwt.; in 1855, \$10. The pitch employed in this work is imported principally from Sweden and the United States. The Swedish article sells at higher rates, and is far superior to the American; the latter is, therefore, to a great degree, excluded from the market. In 1852, American pitch sold for \$3 per bbl.; present rates are \$4 per bbl.; Swedish, \$4 to \$5 per bbl.; present rates are \$8 to \$9.

No. 15. The standing rigging used by all foreign bottoms (including British) is of the sort called "Europe," and is manufactured from the English hemp, (*cannabis sativa*). "Country" ships employ for this purpose two several kinds of palm-fibres, which are indiscriminately called coir, (generally pronounced ky-ar,) the more common of which is the cocoa-nut, (*cocos nucifera*,) of a dark reddish brown color; and the other product of the anou palm, (*borassus gomutus*,) which is black, angular, rigid, and of great strength. Running rigging is made either of Europe or Manilla cordage, Calcutta white-rope, some of which is manufactured from Dacca hemp, and some, also, from the pine-apple fibre, or coir. Country vessels are generally furnished with one of the two latter. The cost of these articles may be thus set down:

In 1852, Europe (hemp) rope \$8 to \$10 per cwt.; Russia (hemp) rope, \$10 to \$11 per cwt.; Manilla rope, \$12 per cwt.; Calcutta white rope, \$9 per cwt.; Coir rope, \$4 25 to \$8.

In 1855, Europe (hemp) rope, \$16 to \$20 per cwt.; Russia rope, \$15 per cwt.; Manilla rope, \$15 per picul, (133½ lbs.); Calcutta white rope, \$10 to 12 per cwt.

Present quotations for coir are, (per cwt.)—Ceylon, \$4; Bombay, \$8; Calcutta, \$10 to \$12.

All these cordages are serviceable, and well adapted for the purposes to which they are specifically applied.

India, more than any other part of the world, abounds in plants yielding fibrous materials of great value, some of which are now scarcely known beyond their places of production, but which cannot fail, sooner or later, to be largely demanded for foreign consumption. Among those which are, or which might be, profitably employed for this and for textile purposes, are the following :

Rami-rami, *Urtica tenacissimus* ; Jute, *Corchorus* ; Broughi paat, *Oltorius* ; Toonda coir, *Calotropis gigantea* ; Umbaree, *Hibiscus cannabinus* ; Marool, *Sanseveira Zeylanica* ; Pine-apple, *Ananassa Sativa* ; Plantain, *Musa paradisiaca* ; Eju, *Saguerus Rumphii* ; Sunn, *Crotolaria juncea*.

No. 16. The sails of all country and foreign vessels, except those of the United States, are of hempen canvas. American vessels generally use that which is made of cotton. Most British ships sail under Scotch canvas, while those from the continent obtain it from the north of Europe. Our merchant mariner prefers cotton, because, in the first place, it holds the wind better than hemp, especially after hemp has been somewhat worn ; and second, because it costs less. The Europeans object to it because it is more difficult to reef and take in cotton canvas than hempen, particularly when the former is wet ; and further, because, after considerable usage, and when appearing to be perfectly sound, it suddenly gives out in a squall or in a gale of wind.

All cotton canvas is the product of American looms.

PRICES.

Character and quality.	1852.	1855.
Scotch canvas, (Nos. 0 to 9,) per bolt of 36 yards.....	\$6 00 a \$7 50	\$6 50 a \$9 00
Cotton canvas, (Nos. 1 to 9,) per yard.....	\$0 20 a \$0 26	\$0 20 a \$0 26

No. 17. There are no peculiarities of rig in country built vessels, when compared with those of the United States and Europe. The native vessels called “prahus,” “proahs,” or “prows,” are small craft, from 15 to 30 tons, and are *sui generis* both in construction and rigging. I suppose that no description of these is required, as they do not rank with merchant vessels. They are always either pirates or transport boats, and the number of the two classes is about equal. Multitudes of them are constantly arriving from and departing to the various islands of the archipelago and the Malayan peninsula.

No. 18. There is no peculiarity in the anchors, chain cables, tackle, blocks, &c., used by country built vessels. The anchors and cables are mostly obtained from Great Britain ; the blocks from America (United States.) Of the latter article two kinds are in use, namely, the common one, revolving on a simple axis, and the “patent block,” containing a series of sheeves, which traverse more easily than the first named.

No. 19. There is no peculiarity in the shape of the rudder of a country ship, nor in the mode of steering it. These vessels, in their construction, are faithfully copied after the British models of twenty years ago. The management of them is singular, as I shall have occasion to show in my answer to Queries No. II, question No. 2.

No. 20. In point of safety, a country built vessel is ordinarily, *per se*, neither more nor less

trustworthy than an American or an European bottom. That there are more losses among them than among the same number of the last named class is undeniable ; but this is owing to the prevalence of cyclones, sumatras, and other dangerous hurricanes, which visit the Indian ocean, Bay of Bengal, Straits of Malacca, and the seas of Java and China, during the southwest monsoon ; and to the submarine rocks, reefs, and other dangers, which beset almost every league of navigation in these parts, to which the voyaging of country ships is generally confined. But with the laws of the former class of dangers, and with the localities of the latter, the commanders of these vessels are far better acquainted than those who seldom or never go over this perilous ground : so that, in the particularly hazardous parts, I consider a country ship or a native prahu as undoubtedly safer than any other.

No. 21. As to speed, country vessels are considered inferior to those of America and Great Britain. They are constructed rather for capacity than for extraordinary sailing qualities, and yet without entirely disregarding the latter desideratum. This question, however, as well as all others relating to country vessels, ought rather to be answered from *Calcutta*, where large numbers are built. They are also built in Bombay, *Cochin*, (on the Malabar coast ;) *Moulmein*, Rangoon, and Chittagong, (in the British East Indies ;) in *Surabaya*, *Samarang*, Cheribon, Grisi, and Johanna, (in Java,) and at Bangkok, in Siam. (Those places the names of which are italicised carry on the business of ship building very extensively.)

No. 22. An answer to this question is deducible from that given to No. 21.

No. 23. Being built of teak, country vessels continue seaworthy for a period of from 60 to 80 years, at least. There is still a country barque sailing to and from this port (Singapore) that was launched *circa* 1750.

No. 24. The master shipwrights are Europeans. The under workmen, including the blacksmiths, are here, in Singapore, Chinese, without exception. The caulkers are Madras men, (Hindoos and Klings,) also without exception. At this port, as I have before stated, they are engaged only on repairs of vessels.

No. 25. Wages for Chinese shipwrights are 50 cents per diem ; for ship blacksmiths, 70 cents per diem ; for Madras caulkers, 50 cents per diem. These workmen are obtained by voluntary contract between both parties.

No. 26. There are no ship building yards, public or private, within this consulate.

No. 27. There are neither public nor private docks for repairs of vessels in this consulate.

No. 28. Answer involved in reply to No. 27.

No. 29. There are no marine railways at any of the ports of this consulate.

No. 30. Answered *ante* No. 26.

No. 31. The machines, tools, and other implements used here in repairing vessels are in common use in the United States.

No. 32. The principal, and, perhaps, the only article used in ship repairing, produced in the United States, and which might be found remunerative, if exported to this market, is pine spars. The prices of these vary so greatly, according to quality, supply, and demand, that it is impossible to give anything like an approximative figure for their value. It is enough to say, that they generally leave what is commercially termed "a fair margin." No import duties.

No. 33. No ship building materials could be advantageously sent from this to the United States.

No. 34. Answered *ante* No. 26.

No. 35. Vessels of any kind, or under any flag, are seldom bought here ; a fact which

indicates that it is a bad market for sales of such property. There are, however, two or three schooners and brigs now owned at Singapore which were built in the United States. Several vessels, both English and American, have been offered here since my coming, without finding buyers.

No. 36. Answered at the close of each No.(a)

No. 37. No books or pamphlets embracing information on any of the foregoing subjects, either official or otherwise, have been published in the "Straits Settlements," to the best of my knowledge and belief; and I have taken great pains to inquire for them.

Nos. 38 and 39. Answered *ante* No. 26.

QUERIES No. II.

Sailors in merchant service.

No. 1. This question relating, as I suppose, in the East Indies, to the "country" merchant service, certainly cannot be answered here; and, as there is no central point in India where the statistics which it regards is required, I doubt whether it can be answered at all. At none of the marine offices in the "Straits Settlements" are any returns of this kind either made or required.

No. 2. The "Ghaut Serang's" (native shipping master's) schedule requires five native men for every hundred tons of a country or other vessel, including sea cunnies, and excluding the captain and other European officers, and their servants. The native officers are: 1st. The gunner, who has charge of the provisions and stores, and stands his watch; 2d. The serang, a kind of boatswain for the native crew; 3d. The first tindal, a sort of mate to the serang, a petty officer; 4th. The second tindal, a sort of mate to the serang, a petty officer; and in large ships, 5th, a third tindal, a sort of mate to the serang, a petty officer. The sea cunnies are the native sailors; they steer the ship, heave the lead, attend to the earings when reefing, to the cables also, and perform the other ordinary duties of seamen. Such crews keep no regular watch, but all hands are ready for service, by night or by day, when required. These remarks apply to all vessels which employ native crews, whether such vessels be impelled by sails or by steam.

No. 3. There are no regularly appointed pilots in any of the "Straits Settlements;" but qualified natives, of whom there is a great number, are very useful in this matter to strangers entering or leaving any of the approaches to, or departures from Singapore. They may always be found cruising at or near the entrances of the Straits of Rhio and Singapore, and as far up as the Carimon Islands, in the Straits of Malacca.

No. 4. In voyages hence to China, where resident Chinese merchants are the charterers of American or European vessels, a Chinaman is usually sent as supercargo. I have never known any other instances of sending such an agent.

No. 5. The general law or act of Parliament regarding merchant seamen is that of 17th and 18th Victoria, chapter 104—to which fuller reference is made in the answer to Queries No. I,

(a) J. Russell, master attendant, or port warden, of the port of Singapore; W. W. Williams, registrar of exports and imports; Tivendale & Co. and Badenoch & Co., shipwrights and lumber dealers; Dare & Co. and Campbell & Co., ship chandlers; sundry British ship masters; the botanical works of Wallich, Roxburgh, Jack, Ward, Newbold, and Capper: personal observation and verification.

question No. 1. There has been no special legislation, that I am aware of, relating to lascar crews.

No. 6. British seamen, who are disabled, sick, or infirm, are duly cared for by the government at Calcutta, and are placed, at its expense, providing the party requiring aid is pecuniarily unable to pay for it, in the Seamen's Hospital in this city. In the same manner, and under like circumstances, the seamen belonging to any other flag are provided for, at this hospital, by the various resident consuls under whose jurisdiction they happen to fall.

No. 7. Native sailors, called lascars, are always obtained through one of their own countrymen, who is called a "Ghaut Serang." European seamen are got through European shipping offices—of which last there are two only in Singapore.

No. 8. Native sailors are always ready to go to any part of the world, and under any flag; nor are they, in so doing, discouraged by law.

No. 9. They (that is, native sailors) are very frequently employed in foreign vessels trading to foreign ports.

No. 10. The customary rations and allowances to lascar sailors in the country merchant service are as follows:

For a crew, 1 catty ($1\frac{1}{3}$ lb.) rice per day, or 40 lbs. per month, each man; $\frac{1}{4}$ lb. of salt fish per day, or $7\frac{1}{2}$ lbs. per month, each man; $\frac{1}{4}$ lb. dhall(a) per day, or $7\frac{1}{2}$ lbs. per month, each man; $\frac{1}{8}$ lb. curry stuff per day, or $3\frac{3}{4}$ lbs. per month, each man; 2 lbs. ghee(b) per month; for a serang, 4 lbs. ghee per month; for a tindal, 3 lbs. ghee per month; sea cunnies 3 lbs. ghee per month; tea, $\frac{1}{4}$ lb.; sugar $\frac{1}{4}$ lb.; fresh fish, $\frac{3}{4}$ lb.; vegetables $\frac{1}{4}$ lb., for each man, at every port where the vessel touches. Neither spirit nor wine rations are allowed. The shipping articles are the same as those required to be used by the act of 17th and 18th Victoria, chapter 104, (Appendix,) for all British vessels, provided the country vessel be of that flag. American merchantmen sometimes ship native crews, and they are then entered on American articles. I am unable to give the present English form of shipping articles, but have already indicated where it is to be found. As to the offences which work a forfeiture of wages, desertion is the only one that is generally considered sufficient therefor, though sometimes the masters' private code embraces other misdemeanors for which the wages of native seamen may be forfeited. In all the ports of the Straits Settlements the wages of this class of mariners have hitherto always been paid in dollars and cents, as in federal currency, whilst in all other parts of the British East India Company's possessions they have been paid in company's rupees, annas, and pice. By act No. 17, of 1855, passed by the legislative council of India, and which received the assent of the governor general on the 29th May, 1855, under the title of an "Act to improve the law relating to the copper currency in the Straits," fractional parts of rupees, in a given scale, are declared to be a legal tender for certain proportions of the doliar: and the provisions of the said act were to become operative on the 1st day of July, 1855. This change in the currency of the Straits will be likely to lead to the payment of native and other crews, hereafter, in rupees, annas, and pice. Earnest remonstrances against this act have been made to the governor and council at Calcutta, from all the Straits ports, but without effect.

No. 11. The general acts of the Imperial Parliament of Great Britain make no distinction between home and country built vessels, nor between English and Indian seamen. The act 17 and 18 Vic., chap. 104, before referred to, requires that medicines, suitable in quality and

(a) *Dhall* is any kind of split pulse or pease, generally the *Pisum indien*.(c)

(b) *Ghee* is a fluid butter, much used in India for culinary purposes.

quantity, shall be carried by all these vessels under its flag. Lascars provide their own clothing. Three months' wages are always paid them in advance—which may be considered as the average length of a country ship's voyage. The rate of these wages is about one-half that which is paid to foreign seamen.

No. 12. Shipmasters going on extra Indian voyages, and with a lascar crew, are required by law to return their native seamen to some one port in India.

No. 13. 1st. *Discipline*.—The sea cunnies are to be obedient to the Serang and tindals, through whom all orders of importance are given by the master and European officers.

2d. *Punishment*.—This is generally with the rope's end, and no punishment whatever is inflicted on native Seamen by any other than the Serang. All lascars are jealous of this prerogative, but the Malay Javanese are very particularly so.

No. 14. Native seamen increase, in consequence of the greater demand for them now than formerly; but they do not increase in that ratio.

No. 15. Native sailors are chiefly obtained from Calcutta, Bombay, the Coromandel coast, Java, and the Malayan peninsula. Their usual primary employment is boating and fishing. There is no apprenticeship system for them; neither are there fisheries in which they can serve, in the western sense of the word "fisheries." The native pilots are an entirely distinct class from native seamen; their primary business is that of a ship's provisioner, (called here a *dubash*, and in China a *comprador*;) but they are well acquainted with the soundings, anchorages, &c., and with the practical duties of a pilot.

No. 16. The wages paid to European seamen (natives are not employed in it) in the British naval service are £2 9s. 1d. per month of 31 days. No bounties or other inducements are offered for sailors to enter it.

No. 17. No distinction being made in favor of this class of subjects over those whose employment is on land, they are not exempted from the payment of taxes at their proper domicile on real estate owned; although from usage they are not required to perform either civil or military duties.

No. 18. British merchant seamen, whether home-born, Anglo-Indian, or otherwise, are no longer subject to conscription or impressment in the naval service.

No. 19. Alien sailors can enter either the British naval or merchant service on the same terms as English sailors; but the crews of country ships are never mixed up of European and native seamen before the mast, on account of the incongruity of customs and laws which prevail in relation to these two sorts of seamen.

No. 20. The general character for intelligence, activity, and skill of British sailors is fair, but it is probably below the American (United States) standard of seamanship. Native crews are not intelligent, but are active when aroused by a sudden call to duty, and are only tolerably skilful. The master, always, and generally the first officer of a British or country vessel, has a respectable degree of skill in navigation, both theoretic and practical.

No. 21. The nautical works now most in use among British ship masters are the following: 1st. Norrie's (J. W.) "Complete Epitome of Practical Navigation," &c.; London, 8vo. In 1852 this book had reached its 15th edition. This is, at present, the most popular and the most extensively used treatise on the subject among British seamen. The work contains some valuable matter from Bowditch, without a word of acknowledgment of the source from whence it came. 2d. "The Practice of Navigation and Nautical Astronomy," by Henry Raper, Lieut. R. N.; London, 8vo. First edition published in 1840; 5th edition in 1854. This author is

said to be gaining ground in the estimation of nautical men. The Royal Geographical Society bestowed its gold medal on Lieut. Raper for the first edition, and the admiralty have ordered it to be supplied to H. B. M.'s navy as ship's stores. 3d. "A Treatise on Navigation and Nautical Astronomy," &c., by Edward Riddle, master of the nautical school, Royal Hospital, Greenwich; London, 8vo. Fifth edition in 1849. A work of merit, and growing in popular favor. 4th. "A Plain and Popular System of Practical Navigation and Nautical Astronomy," originally written by James Griffin, and revised and enlarged by William Turnbull; London, &c., 8vo., 1852. This work is seldom met with as a text book for British merchantmen.

The masters of few British merchant ships are practically skilled in taking lunar observations, but among those who attempt this branch of the profession, Thompson's "Lunar and Horary Tables" is the work generally relied on. For sailing directions, Horsburgh's "Indian Directory" is indispensable in these seas, and no European or American vessel is without a copy of it. Piddington's "Sailor's Horn-book of Storms for all parts of the World" is an invaluable guide to the mariner who comes within the influence of a typhoon or other cyclone; and there are few ship masters of any nation who do not here, in the region where these destructive winds are common, make it a work of study and reference. "Conversations about Hurricanes, for the use of Plain Sailors," by the same author, (London, 1853, 8vo.,) also illustrates the cyclonic theory, on the principles laid down by Redfield and Col. Reed, and is much used. "The True Principle of the Law of Storms, practically arranged for both Hemispheres," by Capt. James Sedgwick, &c., is a brochure of 18 pages, 8vo.; London, 4th edition, 1854. The author's views are adopted by some ship masters who possess it. Maury's "Sailing Directions" are universally in high favor, and would be used generally, by British merchant commanders, if they were obtainable. The instruments used in country ships and others, trading to this part of the world are not different from those used in the merchant service of the United States. They are, for the most part, of English manufacture. Opportunities for comparison somewhat extensive have led me to believe that merchant vessels of the United States are, in respect to the number and excellence of equipments of this kind, generally superior to those of Great Britain. I am unable to offer any suggestions for the improvement of our system, or any by which the safety and comfort of the sailors may be increased, and the interests of the mercantile service promoted.

No. 22. Answered at the close of each No.(a)

No. 23. I am obliged to reply to this interrogatory as in No. 37, in Queries No. I.

No books or pamphlets on any of these subjects have been published here.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. The aggregate tonnage of square-rigged vessels owned at Singapore in 1852 and 1855 is given in table C, 1 and 2. Of the other ports I have not been informed. The aggregate tonnage arriving at and departing from the several ports of this consulate in 1852 was: of square-rigged vessels, 412,823 tons; junks and native, 104,824 tons—total, 517,649. The square-rigged vessels are engaged in the Archipelagic, Indian, Australian, Siamese, and Chinese trades. We have no coasting trade, properly so called, nor any internal trade. Tables 7 and 8 exhibit the number and tonnage of square-rigged vessels which imported into and exported from Pinang in 1852; table 9 does the same for native vessels; tables 18 and 19 exhibit the

(a) W. W. Wilkinson, shipping master; sundry European and native shipping masters; J. Russell, master attendant of the port; personal observation.

same for Singapore; tables 11, 12, and 14 exhibit the same for Malacca; tables 4 and 5 show the aggregate tonnage of square-rigged and native vessels within this consulate in 1852; table 6 illustrates the trade of Pinang in 1852; tables 16 and 17 illustrate the trade of Singapore; table 10 illustrates the trade of Malacca; tables 1, 2, and 3 give the aggregate of imports and exports within this consulate in 1852; table 15 shows under what national flag the vessels of 1852 arrived at and departed from Singapore; table 13 shows the same for Malacca; table 20 shows the number of vessels that touched at Malacca each month in the official year 1852-'53.

There are no steam vessels belonging to either of the Straits ports, except the small steamer "Hooghly," owned by the E. I. Company, and employed in its civil service.

Nos. 2 and 3. Answers included in reply to the foregoing No. 1.

No. 4. The number and tonnage of merchant vessels of the United States, from the 1st day of January, 1852, to the 31st day of December, 1852, inclusive, were, as near as can now be ascertained, as follows:

Port or place.	Ships.		Barques.		Schooners.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Pinang (a) -----	4	1,961	3	1,045	-----	-----	7	3,006
Singapore (b) -----	31	15,603	14	5,506	1	299	46	21,408
Total -----	35	17,564	17	6,551	1	299	53	24,414

(a) These are returns for the half year only—from July 1 to December 31, 1852. Those for the six months next preceding are not in the archives of this consulate.

(b) The tonnage of 8 out of the 31 ships is not given in the consulate records; this statement, therefore, probably falls short by at least 3,000 tons.

No. 5. This question is answered as nearly as possible by tables 13 and 15, which see.

No. 6. I cannot answer this query any further than is done in table C, and by saying that there are neither river nor ferry boats in this consulate.

No. 7. The foreign trade of the Straits free ports is exhibited in the accompanying tables; distributively in 6, 10, 16, and 17, and in aggregate in tables 1 and 2, to which reference is made.

Nos. 8 and 9. Answered *ante*, under No. 1.

No. 10. Foreign vessels are allowed to participate in any kind of trade that British vessels may lawfully engage in. I regret that I have not time to make the references to treaties and local laws which are here required.

No. 11. No distinctions are made as to any foreign countries, or as to foreign or domestic ports, with respect to entering or clearing foreign vessels with cargoes or in ballast.

No. 12. 1st. There are no tonnage duties within this consulate. 2d. The light dues are one anna (2½ cents) per ton on the registered measurement of merchant vessels. If the vessel pass but one of the two lights, the tax is one-half anna per ton. These are levied as well on departing as on entering either the Straits of Singapore or of Malacca. The national ships of all countries are exempt from this impost. 3d. Hospital money is not taken from any vessels, either British or foreign. 4th. There are no other duties or taxes exacted from foreign vessels trading to ports in this consulate.

No. 13. Nearly all the information sought for in this question is given in the answers under Queries No. II, Nos. 3 and 15. There are no laws or regulations which regard pilots. The rates of pilotage charged by the natives are somewhat uncertain, being contingent on the pilot's having the provisioning of the vessel whilst lying in port. (See answer to question 15, under Queries No. II.) The tariff of charges for this service is entirely independent of the ship's tonnage, and is as follows :

Between Pedra Branca and Singapore, (distant 37 miles,) \$5 to \$10, if employed as dubash ; and \$15, if not employed as dubash.

Between mouth of Rhio Straits and Singapore, (40 miles,) \$8 to \$10, if appointed dubash ; and \$12 to \$15, if not so appointed.

Between Pulo Pisang, in Malacca Straits, and Singapore, (40 miles,) \$15 with the dubash-ship, and \$20 without it.

Between Malacca and Singapore, (to the light-ship, 120 miles,) \$50, whether the pilot be employed as purveyor for the ship or not. These pilots are not licensed, but they can generally be relied upon for safety.

No. 14. No pratique has ever been established in this consulate ; consequently there are no quarantine fees or charges. Bills of health are never required, whatever port, sickly or otherwise, the vessel may come from.

No. 15. There are two hospitals for sick seamen at this port, to either of which Americans are admitted on equal terms with the mariners of Great Britain, or of other nations :

1st. *The Seamen's Hospital*.—This institution derives its existence and support from the East India Company, by whom, also, it is controlled. Its buildings are large, commodious, and pleasantly situated, on an eminence about half a mile from the city, in a quiet and healthy spot. The hospital wards are constructed in the best manner for the comfort of its inmates. The attending physician is the "assistant resident surgeon" of Singapore, a man of the highest professional skill, and faithful in the discharge of his duties. There is, also, a competent apothecary in constant attendance, and a corps of minor servants, who perform fixed but varied offices. The mode of obtaining admission is as follows : the consul on whose hands the sick seaman is, or the consignee of the vessel to which he belongs, applies to the master attendant of the port for a permit. In order to obtain this, the party applying must pledge his or their personal responsibility for the payment of the hospital bills against the person admitted. He must also state the name of the seaman and the ship to which he belongs, or did last belong. With the permit issued on this guarantee and information the seaman is admitted to the hospital. The charges are—for residence, sustenance, medicines, medical attendance, and hospital clothing, (in which all the patients are attired,) one company's rupee, ($44\frac{5}{100}$ cents,) per diem.

2d. *Dr. Little's Hospital*.—This is a private sanatorium, greatly inferior to the first named, but with considerable patronage. The charges here are 50 cents per diem for shelter, food, medical attendance, and medicines. The physician is a skilful practitioner. Three resident physicians also attend on the shipping, on these terms, namely :

For cases brought on shore for advice, \$2 each ; for visits on board ship, \$3 each ; for attendance on board, for all hands, per month, \$25. No medicines are furnished by these, in any case. Neither at Pinang nor at Malacca are there hospitals exclusively devoted to seamen ; but those from any vessels, British or foreign, touching at either of these ports, are admitted to the government hospitals for soldiers, convicts, &c.

No. 16. Answered at the beginning of No. 15.

No. 17. There are no port regulations as to mooring vessels ; and the information that there are no wharves in any of the Straits' ports answers the remainder of the question.

No. 18. There are no regulations in the Straits for the landing of passengers, baggage, &c., and no passports ; consequently there are no fees for these things.

No. 19. For a full reply to this interrogation, I beg leave to refer to the accompanying printed " Rates of Commission at Singapore," marked D. Drayage is unknown here ; and the charges for moving merchandize on land are included under the head of " cooly hire."

Nos. 20 and 21. Sufficiently answered in reply to question No. 1. The P. & O. S. N. Company's coals are English and Welsh. They sometimes also use the " patent fuel," (Welsh.)

No. 22. The general navigation and commerce of this consulate is rapidly increasing. This is owing to various causes :

1st. To the continuance of all its ports in exemption from duties on imports and exports, &c.

2d. To the great influx of Chinese laborers and capitalists into these settlements, who are developing the abundant resources of its tin mines, forests, &c., and tilling the soil ; all of which, under the aboriginal Malay population, were nearly dormant.

3d. The discovery of gold in California and Australia, from which places ships (having there discharged their cargoes) seek homeward freights, or other occupation, in the East.

4th. The nearly central position of Singapore with respect to Calcutta and other ports of continental India, to China, Australia, and the Cape of Good Hope, made more valuable by the liberal encouragement to the trade of every nation, which it is the policy of the government to extend. The port of Malacca, alone, is an exception to this increasing prosperity.

No. 23. The navigation and commerce of the United States with these ports is increasing in a large ratio. The aggregate of American imports and exports was, in the official year 1843-'54, \$81,095 63 ; in 1853-'54, \$——— (a). At Singapore alone, from January to July, 1855, \$330,736 72. These figures refer only to the *direct* trade between this and the United States ; besides which, by far the larger part of American vessels arriving at and departing from this consulate participate extensively in the carrying trade to the more northern parts of India, to China, Australia, and Europe. The chief causes of this increase are mentioned in my answer to the previous question. To these I may add the more liberal navigation laws of Great Britain, by which our tonnage from foreign ports is now admitted into those of that realm on terms of reciprocity.

No. 24. I am not aware of any new or additional means that can be adopted by the government of the United States that will tend to promote the commerce and navigation already existing between the two countries, other than those to which I requested the attention of the department in my despatches, Nos. 5, 8, and 9. The continued inability of the consul to procure the arrest of recusant or deserting seamen from American ships is a serious impediment to our commerce here, which it will inevitably check unless the evil be abated.

No. 25. I cannot say what particular products of this consulate might, to a greater degree than at present, be sent to the United States with advantage to both countries. There are many valuable vegetable principles—such as are contained in certain dye-woods and barks—which, though known and appreciated in this archipelago, are not so at present either in America or Europe. The time will come, however, when these articles will be in demand. The exports of

(a) When the above was written I expected that I should be able to fill the blank correctly. The archives of the consulate give me no information on the point, and an application at the registrar's office has been unsuccessful. The sum may however, be set down in round numbers at \$500,000.

gambier, gutta-percha, and India rubber to the United States and England were very recently begun, (previous to which nothing had been heard of the first two,) but they now sum up largely in our staple articles for western shipment.

No. 26. The merchants of the United States who deal in these parts take great pains to inform themselves, by published prices current and by mercantile Correspondence, as to the demand for American manufactures and other commodities salable here. With this knowledge of the markets they usually lay down their funds judiciously, and I can add nothing for their advantage.

No. 27. American vessels are allowed to engage freely in the carrying trade, both foreign and domestic, and are frequently thus employed by the European and Chinese mercantile houses of Singapore and Pinang.

No. 28. With regard to the number, size, and description of the boats used by country and British ships, they do not differ materially from those of American vessels. Boats built in the United States would not sell profitably in this consulate.

No. 29. There are two lines of mail steamers touching at Singapore, to wit :

1st. "The Peninsular and Oriental Steam Navigation Company's" boats between England, India, and China, arriving at and departing from Singapore about the middle of each month, and stopping in port for the Singapore mails from 24 to 30 hours. For a map of its routes, and much useful information concerning the company, see accompanying documents, marked E, F, G, H.

2d. The Dutch mail steamer "Koningen der Nederlanden" arrives here from Batavia about the 14th of each month, and, receiving the Europe mails for Java, &c., returns thither within 24 hours after the arrival of the said mails by the Peninsular and Oriental Company's boat, touching at Rhio, and at Minton, in Banca. Her average time of transit between Batavia and Singapore is three days. She is the property of the "Netherlands East India Navigation Company." These are at present the only regular steamers in mail service in the eastern seas, (sailing vessels are not used for it,) but there are steam vessels owned by mercantile companies in Calcutta, Bombay, and Hong Kong, that are frequently voyaging between these places, carrying opium and treasure. By these transient opportunities, occurring once or twice a month, mails are made up and forwarded, as well as received, at the Singapore post office. Until the month of December, 1854, a bi-monthly mail was passing to and from England and China, and a monthly mail steamer between this place and Melbourne. The exigencies of the war in which Great Britain is engaged then caused a reduction of the overland mails to one per month, each way, and suspended the Australian mail entirely, the boat being required for the transportation of troops, &c., to the seat of war.

No. 30. All the inquiries concerning marine insurance are fully answered in the accompanying papers, marked A 1, A 2, B 1, B 2. Letters propounding every important question with relation to the subject were addressed by me to six of the principal offices in this city—all of which responded substantially as in A 2.

No. 31. All merchant vessels, of whatever name or nation, are allowed to be armed in any way and to any extent they please, as well in time of peace as in war. Neither letters of marque nor roving commissions are given them. The multitude of pirates, Malay and Chinese, small and great, who infest these waters, absolutely require a heavier armament than would probably be needed against buccaneers in any other part of the world.

No. 32. Authorities for the several answers are usually given at the end of each important query. (a) Where they are not, the writer offers his own responsibility.

No. 33. No books, &c., on any of the foregoing subjects have been published here.

No. 34. The blank does not allow me to understand the requirement therein contained.

C. 1 AND 2. (b)

Square rigged sailing vessels in merchant service in 1852, 1853, and 1855, in archipelago and foreign trade, owned in Singapore.

Years.	Port or place.	CLASS OF SAIL VESSELS, NUMBER AND TONNAGE OF EACH CLASS.																	
		Under 50 and over 20.		Under 60 and over 50.		Under 200 and over 100.		Under 300 and over 200.		Under 400 and over 300.		Under 500 and over 400.		Under 700 and over 600.		Under 800 and over 700.		Ships.	
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1852-53.	Singapore	4	13	24	9	1	....	1	....	1	....	1	....	1	....	1	....	683	11
1855....	.....do.....	7	14	32	11	3	1	....	1	....	1	....	1	....	1	....	1	....	11
																		2,373	18
																		2,428	20
																		1,952	2
																		394	52
																		7,829	52
																		11,486	69

NOTE.—The smallest vessel is now (1855) a schooner, 36 tons, and the largest vessel is now (1855) a barque, 715 tons.

TABLES 1 AND 2.

Comparative abstract statement of the imports and exports of Prince of Wales' Island, Singapore, and Malacca, with the under mentioned places, between the official years 1851-'52 and 1852-'53.

IMPORTS.

FROM—	1851-'52.			1852-'53.			INCREASE.		DECREASE.				Total increase.	Total decrease.
	Merchan- dise.	Treasure and bullion.	Total.	Merchan- dise.	Treasure and bullion.	Total.	Merchan- dise.	Treasure and bullion.	Merchan- dise.	Treasure and bullion.				
United Kingdom	6,656,710	360,149	7,016,859	7,811,668	900,549	8,742,217	1,184,958	540,400	.....	.....	.....	1,725,358	.....	.....
America, North.....	310,535	122,371	432,906	186,018	32,878	218,896	.....	.....	124,517	89,493	.....	.....	214,010	.....
America, South.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other foreign ports.....	13,900,844	3,869,949	17,770,793	16,190,757	3,749,791	19,940,548	1,822,900	528,774	533,077	648,932	2,715,449	545,694	.....	.....
Total imports from U. Kingdom and foreign ports, Co.'s rup's	20,868,089	1,352,469	22,220,558	24,218,443	4,683,218	28,901,661	4,007,948	1,069,174	657,594	738,425	4,440,807	759,704	.....	.....
Total home ports, Co.'s rupees	9,510,871	81,045	9,591,916	9,855,913	62,992	9,918,905	786,717	14,328	441,675	32,381	790,332	463,343	.....	.....
Grand total, Company's rupees	30,378,960	1,433,514	34,812,474	34,074,356	4,746,210	38,820,566	4,794,665	1,083,502	1,099,269	770,806	5,231,139	1,223,047	.....	.....
				30,578,960	4,433,514		1,099,269	770,806				1,223,047	.....	.....
				3,695,396	312,696		3,695,396	312,696				Increase	4,008,692	.....
				312,696		34,812,474								.....
				4,008,092	Increase	4,008,092								.....

(a) The registrars of imports and exports at Pinang, Singapore, and Malacca; records and archives of United States consulate at Singapore; the master attendant of the port of Singapore; sundry ship masters; native pilots; officers of seamen's hospital, at Singapore; the Singapore chamber of commerce; superintendent of steamship company.

(b) This statement, as well as those which follow, is made up, by combination and condensation, from a mass of valuable statistical matter accompanying and illustrating the return of the consul at Singapore, and deemed too voluminous for publication entire.

"Changes have oftener, perhaps, been made in the tabular statements accompanying the returns than in other portions—uniformity, perspicuity, condensation, and statistical exactness requiring at times considerable modifications in form; several tables of kindred character being often thrown into one."—*Superintendent's Letter*, vol. 1, p. ix.

TABLE—Continued.

Imports.	Merchandise.	Treasure and bullion	Total.
Pinang, 1852-'53.....	5,390,186	380,879	5,771,065
Singapore, 1852-'53.....	28,045,844	4,214,389	32,260,233
Malacca, 1852-'53....	638,326	150,912	789,268
Total Company's rupees	34,074,356	4,746,210	38,820,566

EXPORTS.

To—	1851-'52.			1852-'53.			INCREASE.		DECREASE.			
	Merchan- dise.	Treasure and bullion.	Total.	Merchan- dise.	Treasure and bullion.	Total.	Merchan- dise.	Treasure and bullion.	Merchan- dise.	Treasure and bullion.	Total increase.	Total decrease.
United Kingdom	3,849,122		3,849,122	5,264,001	133,238	5,397,239	1,414,879	133,238			1,548,117	
America, North	1,222,281		1,222,281	1,270,765		1,270,765	48,484				48,484	
America, South				35,575		35,575	35,575				35,575	
Other foreign ports.....	18,442,700	3,473,724	21,916,424	19,752,112	3,612,515	23,364,627	2,059,857	604,712	750,445	465,921	2,430,572	982,369
Total exports to U. Kingdom and foreign ports, Co.'s rup's	23,514,103	3,473,724	26,987,827	26,322,453	3,745,753	30,068,206	3,558,795	737,950	750,445	465,921	4,062,748	982,369
Total to home ports, Co.'s rup's	3,463,897	2,665,531	6,129,426	3,393,825	2,882,977	6,276,802	75,043	336,950	145,115	109,512	255,772	108,406
Grandtotal Company's rupees	26,978,000	6,139,255	33,117,255	29,716,278	6,628,730	36,345,008	3,633,838	1,064,900	895,560	575,433	4,318,520	1,090,775
			26,978,000	6,139,255			895,560	575,433			1,090,775	
			2,738,278	489,467			2,738,278	489,467			Increase	3,227,745
			489,467			33,117,255						
			Increase.	3,227,745	Increase.	33,227,745						

Exports.	Merchandise.	Treasure and bullion	Total.
Pinang, 1852-'53.....	6,221,282	1,604,548	7,825,830
Singapore, 1852-'53	23,122,318	4,758,425	27,880,743
Malacca, 1852-'53.....	372,678	265,757	638,435
Total Company's rupees	29,716,278	6,628,730	36,345,008

TABLE 3.

Comparative statement of imports and exports of Prince of Wales' Island, Singapore and Malacca, showing the amount of merchandise imported and exported, during the years 1851-'52 and 1852-'53, distinct from treasure and bullion, and exclusive of the intermediate trade of the three settlements.

Imports and exports.	1851-'52.	1851-'52.	1851-'52	1852-'53.	1852-'53.	1852-'53.
<i>Prince of Wales' Island.</i>	<i>Co.'s rupees.</i>	<i>Co.'s rupees.</i>	<i>Co.'s rupees.</i>	<i>Co.'s rupees.</i>	<i>Co.'s rupees.</i>	<i>Co.'s rupees.</i>
Imports: Merchandise	4,543,025			5,390,186		
Treasure and bullion	802,991			380,879		
		5,346,016			5,771,065	
Exports: Merchandise	5,906,577			6,221,282		
Treasure and bullion	1,432,738			1,604,548		
		7,339,315			7,825,830	
			12,685,331			13,596,895
<i>Singapore.</i>						
Imports: Merchandise	25,011,549			28,045,844		
Treasure and bullion	3,570,754			4,214,389		
		28,582,303			32,260,233	
Exports: Merchandise	20,675,740			23,122,318		
Treasure and bullion	4,347,503			4,758,425		
		25,023,243			27,880,743	
			53,605,546			60,140,976
<i>Malacca.</i>						
Imports: Merchandise	824,386			638,326		
Treasure and bullion	59,769			150,942		
		884,155			789,268	
Exports: Merchandise	395,683			372,678		
Treasure and bullion	359,022			265,757		
		754,705			638,435	
			1,638,860			1,427,703
Total Company's rupees			67,929,737			75,165,574

TABLE 4 (a)

Comparative abstract statement of the number and tonnage of square-rigged vessels which have imported and exported to and from Prince of Wales' Island, Singapore and Malacca, from and to the under mentioned places, in the years 1851-'52 and 1852-'53.

Imported from—	1851-'52.		1852-'53.		Increase.		Decrease.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
America.....	54	28,585	55	31,303	1	2,718		
California.....			1	449	1	449		
Continental Europe.....	16	6,471	17	6,699	1	228		
Great Britain.....	39	23,508	52	19,921			7	3,587
Other ports and places.....	1,151	358,616	1,058	354,451	88	32,840	161	37,005
Total.....	1,260	417,180	1,183	412,823	91	36,235	168	40,592
	1,183	412,823					91	36,235
Decrease.....	77	4,357					77	4,357

Exported to —	1851-'52.		1852-'53.		Increase.		Decrease.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
America.....	19	8,203	19	8,186				17
Continental Europe.....	37	14,012	12	4,770			25	9,242
Great Britain.....	47	17,963	58	25,476	11	7,513		
Other ports and places.....	1,123	361,386	1,097	373,912	162	53,402	188	40,876
Total.....	1,226	401,564	1,186	412,344	173	60,915	213	50,135
	1,186			401,564		50,135	173	
Decrease.....	40	Increase		10,780		10,780	40	

	Vess.	Tonnage.		Vess.	Tonnage.
Imported into Pinang during 1851-'52.....	263	59,356	Exported from Pinang during 1851-'52.....	295	68,737
Imported into Singapore during 1851-'52.....	933	339,351	Exported from Singapore during 1851-'52.....	890	319,728
Imported into Malacca during 1851-'52.....	64	18,473	Exported from Malacca during 1851-'52.....	41	13,099
Total.....	1,260	417,180	Total.....	1,226	401,564
Imported into Pinang during 1852-'53.....	256	58,434	Exported from Pinang during 1852-'53.....	272	67,651
Imported into Singapore during 1852-'53.....	885	342,134	Exported from Singapore during 1852-'53.....	875	332,795
Imported into Malacca during 1852-'53.....	42	12,255	Exported from Malacca during 1852-'53.....	39	11,898
Total.....	1,183	412,823	Total.....	1,186	412,344

NOTE.—The number of vessels which touched at Malacca, on their way from Pinang to Singapore, during the official year 1852-'53, was 98, and their tonnage 16,536 tons.

(a) This table is made up of tables 4, 7, 8, 11, 12, 18, and 20 of the Consular Return.

TABLE 5.(a)

Comparative abstract statement of the trade of Singapore with the under mentioned places, between the official years 1851-'52 and 1852-'53.

IMPORTS.

FROM—	1851-'52.			1852-'53.			INCREASE.		DECREASE.	
	Merchandise.	Treasure and bullion.	Total.	Merchandise.	Treasure and bullion.	Total.	Merchandise.	Treasure and bullion.	Merchandise.	Treasure and bullion.
United Kingdom.....	6,007,594	307,384	6,314,978	7,005,559	900,549	7,906,108	997,965	593,165		
America, North... ..	144,168	47,152	191,320	76,148	32,878	109,026			68,020	14,274
South.....										
Other foreign ports.....	11,306,390	3,143,278	14,449,668	13,054,609	3,243,783	16,298,392	2,666,145	649,857	621,926	549,352
Total imported from U. Kingdom and foreign ports, Co.'s rupees..	17,458,152	3,497,814	20,955,966	21,132,315	4,177,210	24,309,526	3,664,110	1,243,022	689,946	563,636
Total imported from home ports, Company's rupees.....	9,819,758	473,188	10,292,946	10,129,761	437,661	10,567,422	631,127	3,036	321,121	38,563
Grand total Co.'s rupees.	27,277,910	3,971,002	31,248,912	30,262,080	4,614,871	34,876,951	3,995,237	1,246,058	1,011,067	602,189
						31,218,912	1,011,067	602,189		
						3,628,039	2,984,170	643,869		
							643,869			
	Net	increase	Company's	rupees.....			3,628,039			

EXPORTS.

TO—	1851-'52.			1852-'53.			INCREASE.		DECREASE.	
	Merchandise.	Treasure and bullion.	Total.	Merchandise.	Treasure and bullion.	Total.	Merchandise.	Treasure and bullion.	Merchandise.	Treasure and bullion.
United Kingdom.....	2,867,073		2,867,073	3,913,724	133,238	4,076,962	1,076,651	133,238		
America, North.....	724,212		724,212	761,074		761,074	36,862			
South.....				35,575		35,575	35,575			
Other foreign ports.....	14,819,471	2,140,630	16,960,101	16,353,517	2,272,484	18,626,001	2,171,146	664,223	637,100	532,369
Total exported to U. Kingdom and foreign ports, Co.'s rupees..	18,410,756	2,140,630	20,551,386	21,009,890	2,405,722	23,499,612	3,320,234	737,461	637,100	532,369
Total exported to home ports, Company's rupees.....	3,662,630	3,926,297	6,888,927	3,492,917	3,277,338	6,770,255	67,842	231,925	237,555	180,884
Grand total Co.'s rupees.	22,073,386	5,366,927	27,440,313	24,586,807	5,683,060	30,269,867	3,388,076	1,029,386	874,655	713,253
						27,440,313	874,655	713,253		
						2,829,554	2,513,421	316,133		
							316,133			
	Net	increase	Company's	rupees.....			2,829,554			

(a) This table is made up from tables 16 and 17 of the Consular Return.

Some of the facts in this statement appear in tables 1 and 2, but the figures afforded by the originals do not always correspond.

TABLE 6. (a)

Comparative abstract statement of the trade of Pinang with the under mentioned places, between the official years 1851-'52 and 1852-'53.

IMPORTS.

FROM—	1851-'52.			1852-'53.			INCREASE.		DECREASE.			
	Merchandise.	Treasure and bullion.	Total.	Merchandise.	Treasure and bullion.	Total.	Merchandise.	Treasure and bullion.	Merchandise.	Treasure and bullion.	Total increase.	Total decrease.
United Kingdom.....	649,116	52,765	701,881	836,109	.....	836,109	186,993	.....	.....	52,765	186,993	52,765
North America	168,367	75,219	241,586	109,870	.....	109,870	.....	.....	56,497	75,219	.....	131,716
Other ports and places	3,727,542	675,007	4,402,549	4,444,207	380,879	4,825,086	893,198	21,013	176,483	315,141	214,211	491,624
Total Co's rupees..	4,543,025	802,991	5,346,016	5,390,186	380,879	5,771,065	1,080,191	21,013	239,980	443,125	401,904	676,105
Total amount of merchandise imported in 1852-'53, as above.....											5,390,186	
Do.....treasure and bullion.....do.....do.....											380,879	
Do.....merchandise imported from Malacca and Singapore											1,000,482	5,771,065
Do.....treasure and bullion.....do.....do.....											476,693	1,477,175
Grand total Company's rupees.....												7,248,240

EXPORTS.

TO—	1851-'52.			1852-'53.			INCREASE.		DECREASE.			
	Merchandise.	Treasure and bullion.	Total.	Merchandise.	Treasure and bullion.	Total.	Merchandise.	Treasure and bullion.	Merchandise.	Treasure and bullion.	Total increase.	Total decrease.
United Kingdom.....	982,018	.....	982,049	1,320,277	.....	1,320,277	338,228	.....	.....	.....	338,228	.....
North America	498,069	.....	498,069	509,691	.....	509,691	11,622	.....	.....	.....	11,622	.....
Other ports and places	4,426,459	1,432,738	5,859,197	4,391,314	1,604,548	5,995,862	449,889	404,971	485,038	233,161	864,860	718,199
Total Co's rupees.	5,906,577	1,432,738	7,339,315	6,221,282	1,604,548	7,825,830	799,739	404,971	485,038	233,161	1,204,710	718,199
Total amount of merchandise exported in 1852-'53, as above.....											6,221,282	
Do.....treasure and bullion.....do.....do.....											1,604,548	7,825,830
Do.....merchandise exported to Malacca and Singapore											1,578,756	
Do.....treasure and bullion.....do.....do.....											220,649	1,799,405
Grand total Company's rupees.....												9,624,235

(a) Table 6 of original return.

TABLE 7.(a)

Statement showing the national flag of the square-rigged vessels which arrived at and departed from Singapore, during the year 1852-'53.

Nation.	Vessels.	Tons.	Nation.	Vessels.	Tons.
American	61	36,323	Peruvian	1	115
Arabs	7	1,989	Prussian	4	1,679
Belgian	4	1,687	Russian	1	362
Bremen	5	1,282	Siamese	20	4,663
Danish	10	2,628	Spanish	14	4,738
Dutch	135	30,921½	Swedish	5	1,423
French	12	5,626			
Hamburgh	9	3,246		325	102,021½
Hanoverian	1	377	British	733	271,934
Native	22	2,073			
Portuguese	14	2,883¾	Total	1,058	373,955½

(a) Table 15 of original return.

The following vessels are not included in the above statement, their arrival for the first time only being noticed.

British men-of-war	6	Dutch men-of-war	1
steamers	3	steamers	2
East India Company's vessels	2	Spanish men-of-war	1
steamers	3	Swedish men-of-war	1
American men-of-war	1		—
steamers	1	Total	21

TABLE 8.(b)

Statement showing the national flag of the 42 vessels which arrived at Malacca, during the year 1852-'53.

Nation.	Vessels.	Tons.
American	1	660
Arabian	6	1,876
Dutch	1	737
Native	3	130
Portuguese	1	146
Total foreign	12	3,549
British	30	8,706
Total	42	12,255

(b) Table 13 of original return.

The following vessels are not included in the above statement, their arrival for the first time only being noticed: British man-of-war, 1; American man-of-war, 1; East India Company's vessels, 2; East India Company's steam vessel, 1; total, 5.

TABLE 10.(a)

Imports from the United States to Singapore, and exports from Singapore to the United States, (both by American vessels,) from January 1, 1855, to June 30, 1855.

EXPORTS.			IMPORTS.		
To the ports of New York and Boston.	Quantities.	Value.	From ports of New York and Boston.	Quantities.	Value.
Gum dammer.....	10,269½ lbs.	\$805 06	Pistols.....	50	\$1,500 00
Gum copal and benjamin ..	17,544 "	1,973 27	Rifles.....	18	661 50
Gamboge.....	5,030¾ "	745 00	Fowling-pieces.....	4	84 00
Camphor.....	5,066¾ "	692 60	Agricultural instruments.....	7 packgs.	420 00
Coffee.....	1,202,250¾ "	92,598 22	Packages for transhipment.....	33 "	-----
Cowhides.....	27,705½ "	1,607 46	Clocks.....	576	1,329 30
Cubebæ.....	3,600 "	592 58	Sheetings.....	4,300 pieces.	8,127 00
Cassia vera, or wild cinnamon	57,385½ "	2,719 13	Tubs.....	800	206 34
Pepper, long, black and white	201,386¾ "	13,216 79	Pitch.....	40 bbls.	-----
Sago, pearl.....	74,886¾ "	1,731 46	Tar.....	50 "	629 62
Sago, flour.....	349,642¾ "	7,303 08	Rosin.....	124 "	-----
Rattans.....	72,676 "	1,496 40	Hams.....	21 tierces.	-----
India rubber.....	183,552 "	21,918 06	Tongues.....	10 ½ bbls.	1,767 20
Tin.....	412,140 "	75,056 25	Mess beef.....	25 bbls.	-----
Sapan wood.....	91,757½ "	1,030 06	Pilot bread.....	50 "	-----
Nutmegs.....	16,837 "	7,253 86	Water crackers.....	300 tins.	900 60
Mace.....	5,520 "	1,815 34	Bright varnish.....	10 bbls.	61 20
Hemp.....	113,600 "	10,735 20	Lead.....	142,479 lbs.	7,426 47
Gambier.....	1,383,269¾ "	31,856 97	Tobacco.....	4,075 "	599 09
Gutta percha.....	17,898¾ "	3,418 16	Oars.....	188	193 63
Kayce putch (cajaput) oil..	15 "	253 50	Rope (Russia).....	19,616 lbs.	2,792 70
Wood oil.....	1,293 "	117 10	Scales.....	21	511 00
Sugar.....	112,278 "	2,219 46	Canvass.....	126 pieces.	968 60
Annisced oil.....	2 cases.	258 42	Raisins.....	44 boxes, 252 ½	863 12
Sea shells.....	2 cases.	8 50		boxes, 265 ¼	
Segars.....	10,000 in No.	97 50		boxes.	
Tea.....		17,504 00	White satin jeans.....	240 pieces.	630 00
Yellow stone.....	66¾ lbs.	11 92			
Lines (Chinese fishing).....		2,000 00			
Total.....		301,035 35	Total.....		29,671 37

Note.—The above, exported in five ships, of which cargoes of four have been calculated in value by the market quotations of the time, adding 5 per cent. for commissions.

Note.—The above, imported in three ships, of which the cargo of one has been estimated at the market quotations for those goods, plus 5 per cent. for commissions.

(a) Not numbered in original return.

AUSTRALIA.

SYDNEY, (N. S. W.)

JAMES H. WILLIAMS, *Consul*.

JULY 1, 1854.

I have the honor, herewith, to enclose my replies to a series of queries propounded in a circular addressed by the Department of State to consuls and commercial agents of the United States, dated Washington, 8th October, 1853. The answers are numbered, to correspond with the queries. As the foreign relations of this colony are under the control of, and regulated by, the government of Great Britain, there is but little information of a general character appertaining to the subjects upon which our government seeks to be informed that is peculiarly applicable to this colony. The books of the Sydney custom-house are not kept in a manner to enable me to obtain the particulars sought for, with reference either to the shipping of the colony or foreign countries; and, as there is but little in my replies which could have been put in the tabular forms, appended to the circular, I have thought it better to reply to those special queries in the same manner and form as I have replied to the others. The largest number of foreign ships which have entered the port of Sydney during the last 12 months have been Dutch—these have, principally, been chartered in British ports, and have come out with British cargoes, on British account. The periods at which the respective dry docks and patent slip are expected to be completed are estimated from the present time, instead of 1852; the rates of wages, also, have reference to the present time, and are at least 50 per cent. above what they were in 1852. I send, herewith, harbor regulations, quarantine regulations, form of register, shipping articles, and the statistics of New South Wales from 1837 to 1853, which last has been politely sent to me by the colonial secretary, and from which much valuable information may be obtained respecting this colony; also, an act relating to seamen, dated October 31, 1853. The commercial intercourse between the United States and this colony would rapidly increase if the tariff of the former was such as to admit colonial wool upon the same terms as it is admitted into Great Britain; as then the ships of our country would obtain direct homeward freights, whereas now, after discharging their inward cargoes, they must go seeking for a return cargo wherever it may be found, and thus both the length and uncertainty of the voyage are very much increased. Another point in favor of the gradual extension of the trade of the United States with these colonies is the fact that, in consequence of the recent discoveries of gold, and the impetus which has thereby been given to emigration from Europe, to the United States and Australia, the wages of labor are becoming more equal throughout the world. This is gradually placing the United States upon a footing nearer to equality with European countries in the cost of productions, both for manufactures and the produce of the soil—a growing advantage in favor of our country, with its many privileges and exemptions, when compared with Europe generally, and even with Great Britain, which I conceive will, ere long, enable her successfully to compete with all other countries in supplying the world with manufactures and agricultural supplies. So far as American products have been introduced here, they have eventually but slowly won their way to general favor, and but for the injudicious manner in which shippers from the United States have conducted their transactions with these colonies, there would now have been a profitable trade between the two countries; our countrymen, however, have overburdened the market, and must consequently suffer losses. The establishment of a line of steamers, *via* Panama, would place us in possession of great advantages over those we now have.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 5. Yes ; there are many United States built vessels belonging to British people in this port, having first obtained British registers, otherwise they cannot be owned by colonists. American vessels, under American registers, can trade between intercolonial ports upon the same terms as British vessels, but not from port to port in any particular colony.

No. 6. Sailing vessels, 16—10 under 50 tons, and 6 over 50 and under 100 tons. Steamships, 1 under 50 tons.

No. 7. Iron bark, flooded gum, black butt, (all of colonial growth,) for timber and planking, quality very superior ; decks, American yellow pine, and New Zealand kauri pine. The prices of hard wood vary from 30s. to 50s. per 100 feet, superficial ; American pine sells at about same rates.

No. 8. Lower masts for small vessels, sometimes black butt, principally New Zealand kauri pine ; spars, either New Zealand kauri, North American spruce, or Baltic pine. Prices very various

No. 9. Principally copper and black butt treenails ; some of the small crafts iron-fastened. Copper is now worth 1s. 6d. per pound.

No. 10. It is, and patent metal as well ; principally imported from Great Britain ; present value 1s. 3d. to 1s. 6d. per pound.

No. 11. Not any.

No. 12. None.

No. 13. No.

No. 14. Pitch and oakum only, principally Stockholm, obtained from Great Britain ; American pitch and tar are not liked.

No. 15. Standing rigging, Europe tarred cordage ; running rigging, Manilla and coir ; prices : Europe, from 45s. to 60s. per cwt. ; Manilla, 80s. to 100s. ; coir, 36s. to 45s.

No. 16. British canvas, principally obtained from Great Britain ; small quantities of cotton canvas have been imported from the United States, but not sufficient to test its value and create a demand.

No. 17. Not any.

No. 18. Common anchors, chain cables, and blocks, obtained from Great Britain, same as in British ships.

No. 19. Not any.

No. 20. Fully equal, if not superior, to the average of ships of other countries.

No. 21. Of fair average speed, but will not compete with clippers, and I think, also, below the average of American built vessels of the same class.

No. 22. Carrying capacity is good, compared with other ships.

No. 23. Ships have been examined twenty years old, and found generally sound. The wood is very durable.

No. 24. Chiefly British, with a few natives.

No. 25. 16s. to 18s. per day.

No. 26. Not any.

No. 27. One public and one private dry dock in the course of construction, both in harbor of Port Jackson; it is expected that the latter will be ready to receive ships of almost any tonnage in eighteen months from this date, and that the government dry dock will also be completed about the same time. The private dock will be 400 feet in length and 100 feet broad, and government dock of somewhat less capacity, with a depth of water of 20 and 19 feet, respectively, over the sill. It is estimated that the private dock will cost upwards of £80,000. Cost of government dock cannot be given, having been principally constructed by convicts.

No. 28. Foreign vessels will, no doubt, be allowed the use of the private dock upon the same terms as British vessels. The government dock was constructed chiefly for ships-of-war, but when disengaged would, I believe, be lent to foreigners. Terms cannot now be stated.

No. 29. Yes; there is one capable of taking up a vessel of about 400 to 500 tons burden. Charges are for taking a vessel on, 2s. per ton; slip hire, 1s. per ton per day. A private steam company is also erecting one on a very large scale, which could accommodate any vessel now afloat; it will be ready in about nine months. Estimated cost, £40,000. Both in Sidney.

No. 30. Not any.

No. 31. Not any.

No. 32. A small quantity of hard pine for top, sides and decks might find sale; but as none has ever yet been imported for those purposes, prices cannot be stated. There are no import duties upon lumber of any kind. Hard pine dressed flooring boards are worth about £25 per M. feet.

No. 33. I think not any, although large quantities of native timber are sent to Great Britain.

No. 34. About £20 per ton.

No. 35. American schooners, drawing from 6 to 8 feet, loaded, and carrying from 150 to 250 tons, and from three to four years of age, if well found, sell at from £8 to £10 per ton. The demand is very precarious. They are principally used in the coasting trade.

No. 36. From ship builders, custom-house agents, public records, &c.

No. 37. Not any.

No. 38. Somewhat at a stand still, in consequence of the high wages of labor.

No. 39. None whatever; the prevailing feeling being in favor of everything British.

No. 40. Have no information respecting other ports.

QUERIES No. II.

Sailors in merchant service.

No. 1. No records are kept bearing upon the query.

No. 2. The crew of a coaster is usually five men to the 100 tons, and nearly the same proportion in sea going vessels. The officers employed are generally the same as in British ships, both for sail and steam vessels.

No. 3. Merely for entering and departing, at the rate of 5s. per foot each way. All vessels in ballast are exempt from pilotage, unless they require a pilot's services; and, also, all engaged in the whaling and intercolonial trades.

No. 4. No.

No. 5. An act of the British Parliament, known as Sir James Graham's Act, has been adopted here, and a local act, known as the Foreign Seaman's Act, transmitted with my communication No. 50, dated December 28, 1853.

No. 6. A public infirmary receives foreign seamen who are sick and disabled, at a charge of 2s. 6d. per diem, or 63 cents, for which the agent of the ship or the consul becomes responsible. Same with British colonial ships.

No. 7. At a government shipping office.

No. 8. They do not. There are not any laws bearing upon this query.

No. 9. They are employed in ships trading under charters between the colonial and eastern ports and between intercolonial ports, but not otherwise.

No. 10. Refer to shipping articles herewith. Spirit rations are optional with the master. Wages are forfeited for desertion and refusal of duty.

No. 11. No provision is made for medicine or outfit. Advances of wages are generally made by advance notes, payable three days after the ship sails.

No. 12. Not any.

No. 13. Same as in the British merchant service.

No. 14. There are no statistics from which an opinion can be formed.

No. 15. From the immediate seacoast. There is not any apprentice system. There are no fisheries. Pilots are appointed by government, but there are not any pilot apprentices.

No. 16. There is no colonial naval service.

No. 17. There are no exceptions in favor of sailors, but there neither military duties nor taxes exacted from any class of persons except householders.

No. 18. They never have been.

No. 19. They can.

No. 20. Fully equal to the average of other countries. The officers generally would, no doubt, compare unfavorably with the same class in Great Britain and the United States, although there are highly honorable exceptions.

No. 21. British. There are no improvements, either in instruments or otherwise, which have not previously been adopted in Great Britain, whence all are procured. Books same as used in the British service.

No. 22. Principally from my own knowledge of the facts involved.

No. 23. Not any.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. The custom-house books do not furnish the particulars required. There is no internal trade by water carriage.

No. 2. Similar reasons prevent a reply. All colonial vessels are classed as British.

No. 3. Same.

No. 4. 21 vessels, 7,830½ tons; 4 under 200 tons, 7 under 300 and over 200, 3 under 400 and over 300, 1 under 500 and over 400, 5 under 600 and over 500, and 1 over 1,000 tons.

No. 5. Have no means of ascertaining—all vessels, inwards and outwards, are classed together.—(See page 31 of statistics of New South Wales, sent with my communication No. 52.)

No. 6. 260 vessels, 31,141 tons; 97 under 50 tons, 57 under 100 and over 50, 55 under 200 and over 100, 30 under 300 and over 200, 14 under 400 and over 300, 2 under 500 and over 400, and 5 under 600 and over 500 tons.

No. 7. With the East Indies. Voyages to China and Manilla, and back, occupy, upon an average, six months; to Java four months, and so on. Routes vary with the season of the year.

From May to September, vessels going from Sidney generally go through Jones' Straits, and at other seasons round Cape Lewin, and frequently *east about*, as it is termed. Rates of freight vary from £4 to £6 per ton for the voyage, either for charters or otherwise, influenced, as in either countries, by the fact of a plentiful or short supply of tonnage.

No. 8. The coasting trade embraces the entire line of coast from Port Curtis on the north to Adelaide on the south, and freights vary from 35s. to £4 per ton, with frequent variations between these points.

No. 9. The only internal trade is by land carriage, and is carried on by bullock drays and horse teams.

No. 10. In all the foreign trade, and in the coasting trade between colony and colony, upon the same terms as British vessels; but not upon any terms between ports in the same colony. There are no colonial treaties, nor are there any local laws, except municipal, affecting foreign ships.

No. 11. None whatever.

No. 12. None whatever.

No. 13. Pilots are stationed at the heads, and keep a lookout during daylight for vessels, which they board, unless the exemption flag is hoisted; they are paid at the rate of 5s. per foot on the draught of the vessel each way. They are licensed by a board appointed for the purpose, and can generally be relied on. Vessels entering after dark are required to make the usual night signals.

No. 14. Refer to quarantine regulations herewith.

No. 15. There is a general hospital, known as the infirmary, into which sick American seamen are admitted upon the agreement of a subscriber to pay 2s. 6d., or 63 cents, per diem. The medical and surgical attendance is the best which the colony affords, and equal to that of other British colonies.

No. 16. Americans can only be admitted on the terms above stated. The constitution of the association authorizes no other terms of admission.

No. 17. Refer to printed regulations herewith. Printed wharfage rates are also enclosed.

No. 18. No regulations exist as to the landing of passengers. Their baggage cannot be landed without a "sufferance" obtained at the custom-house, which authorizes its inspection by officers of customs, merely with a view of ascertaining whether any dutiable articles are contained therein. The government makes no charge of any description.

No. 19. Storage, from 1s. 3d. to 2s. 6d. per ton per week; at present, drayage is 5s. to 7s. 6d. per ton.

No. 20. Great Britain. It is impossible to reply as to other particulars.

No. 21. Coal obtained in the colony. Not so good as British steam coal by 25 to 33½ per cent. Present cost, £3 per ton.

No. 22. Increasing from the increase of population by immigration, increasing wealth, &c., &c.

No. 23. Very nearly stationary, from the fact that the gold fields of Victoria offer greater attractions to American shippers. The principal ports are Sydney and Newcastle.

No. 24. The most effectual means of increasing the commerce between the United States and this colony would be by abolishing the duty on colonial wool in the United States, and by adopting the principles of free trade in the broadest acceptation.

No. 25. Not any that I am aware of.

No. 26. The principal articles are flour, lumber, provisions, boots and shoes, clocks, and

negro-head tobacco ; but from the injudicious manner of conducting the trade, shipments almost as frequently result in a loss as a profit.

No. 27. The late repeal by the British Parliament of the navigation act has opened the trade between the various Australian and New Zealand colonies to American vessels ; but they are not allowed to trade between port and port in the same colony. No American vessel has as yet permanently engaged in the trade, but it has been of advantage by giving temporary employment to vessels while waiting either for employment or for sale.

No. 28. Same as required by Sir James Graham's act. A boat which would cost in the United States \$60 to \$75 would sell here for \$220 to \$225.

No. 29. There are three lines of steamers, called the Australian Steam Navigation Company, the Sydney and Melbourne Steam Packet Company, and the Intercolonial Steam Navigation Company, which ply along the coast from Moreton Bay to Adelaide. The first has a colonial charter, but the others are unchartered joint stock companies ; whole number of boats, 15.

No. 30. Mode same as in Great Britain and the United States. Effected by individuals with joint stock companies and private underwriters. Rates vary from one to five per cent. for the voyage, and 8 to 10 per cent. per annum, and is recoverable in the same manner as in the United States.

No. 31. The case has never arisen.

No. 32. Principally from personal knowledge, but have been assisted by custom-house agents, ship builders and others.

No. 33. No pamphlet or books have been published in Sydney on the aforesaid subjects. The only report bearing on the queries is the statistics of New South Wales, published annually by the government, which have been regularly forwarded by me to our own government, but have never been acknowledged.

No. 34. I have no further information to give.

MELBOURNE.

JAMES M. TARLETON, *Consul*.

AUGUST 1, 1854.

I now have the honor to return to the department answers to Queries Nos. I, II and III, issued October 8, 1853. It was utterly impossible for me to get them ready to forward to the department before this. I have endeavored to give as full answers as possible, but I could not send them in a different form. I have devoted an almost incredible amount of time and labor, besides a very considerable amount of money, in obtaining the information.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 4. No vessels owned, or partly owned, by other than British subjects, can be registered in this colony. Vessels belonging to foreign countries are allowed to trade between Victoria and the neighboring colonies, but not from port to port within the limits of the colony, under a penalty of £100 fine on the master, and forfeiture of the cargo.

No. 5. On a foreign built vessel becoming the sole property of one or more British subjects,

it can be registered in the same way, and is entitled to all the privileges of a British built vessel. No distinction whatsoever is made in regard to the country in which built.

No. 6. There were no steam vessels built in the colony of Victoria in 1852. For sailing vessels, see table A, appended. Ship building has made little or no progress in this colony. Several reasons have conduced to this effect. In the first place, the native woods of the country are not of a kind calculated for the purpose, being very heavy and difficult to work. In the second place, the government has done nothing to foster this branch of industry; indeed, the land regulations have served to repress rather than encourage it, as, nearly up to the present time, no eligible sites for building yards could be obtained for a longer lease than six months. Thirdly, the discovery of the gold fields has so enhanced the price of labor, that vessels cannot be built here so cheaply as they can be imported. Consequently, out of 236 vessels added to the port of Melbourne in the year 1853, only one (a Cutter of 11 tons) was built in Victoria. No repairing yards or patent slips yet exist. The following statement will exhibit the number and tonnage of vessels built since the foundation of the colony :

Years.	No.	Class of vessels.	Tons.	Years	No.	Class of vessels.	Tons.
1839	1	Schooner	10	1848	1	Barque	262
1840	1	do	11	1848	1	Schooner	18
1841	2	Cutters	38	1849	2	do	58
1842	1	do	8	1849	1	River steamer	56
1842	1	River steamer	68	1850	1	Brig	100
1843	1	Schooner	40	1850	1	Brigantine	113
1843	2	Sloops	76	1850	2	Schooners	84
1843	2	Cutters	21	1851	1	Ocean steamer	139
1844	2	Schooners	13	1851	10	Schooners	366
1844	1	Cutter	9	1852	2	do	182
1845	3	Schooners	111	1852	1	Sloop	21
1847	1	Cutter	15	1853	1	Cutter	11

No. 7. Queries from No. 7 to No. 23, inclusive, are included in answer to query No. 6, as there is no ship building going on, for reasons assigned in said answer.

No. 24. Men employed as shipwrights are principally foreigners, viz: English and Scotch.

No. 25. The wages of shipwrights vary from \$5 to \$7 per day.

No. 26. There are none.

No. 27. None; although companies are being formed in order to have some constructed.

Nos. 28 to 31. No answer can be given, for reasons as stated in answer to 6th query.

No. 32. Masts or spars would find a ready sale, as vessels are often condemned owing to the immense price of spars of all descriptions, and scarcity of the same.

Nos. 33 and 34. Answered in No. 6.

No. 35. American vessels meet with a ready sale. New vessels, of 130 tons, realize \$7,000; 150 tons, about \$12,000, drawing little water, so as to be able to come up the river, and adapted for the coasting trade. American steamers do not meet with a ready sale, owing to many that have been sent out being old and nearly worn out, so that the ship owners and merchants generally are prejudiced against them.

No. 36. From the custom-house, carpenters, ship builders, and various other persons, and

also from my own observations, all of which information has been obtained at no inconsiderable expense.

No. 37. None worthy of notice.

No. 38. This is answered in the foregoing queries.

No. 39. Refer to above.

No. 40. The population of Melbourne is about 120,000 inhabitants, including the suburbs. The town itself is rapidly advancing, and improvements of all kinds are being made with energy and exertion on the part of those who hold authority. Substantial and elegant buildings are being rapidly put up, and in the course of a few years this place will be one of the most important cities for size and commerce in the southern hemisphere. Williamstown, off which the ships lie, is about nine miles distant by the river, and is a rising place. Sandridge, which is about two miles from town, is rapidly increasing in size and population. A railway is now being laid down between it and town, and it is expected to be opened in the course of the ensuing month, when vessels will discharge their cargoes at Sandridge and have them conveyed to town by rail, which will save many charges that now accrue from the means at present adopted, which is, viz: by lighters, whose small draught of water admits of their coming up the river, which being only a small stream, and the wharf accommodation limited, much time is lost in waiting for a place at which to discharge. House rent and storage are exorbitantly high, with at present little prospect of reduction. The mines continue to yield more than ever, and large tracts of auriferous soil are every day being found.

QUERIES No. II.

Sailors in merchant service.

No. 1. No satisfactory answers can be given to this question, as no records are kept; but the under mentioned table will show the number of seamen arriving at and departing from this port in 1852, in British and foreign vessels.

Inwards.				Outwards.			
1852.	In British vessels.	In foreign vessels.	Total.	1852.	In British vessels.	In foreign vessels.	Total.
First quarter.....	3,236	60	3,296	First quarter.....	2,736	52	2,788
Second quarter.....	3,150	50	3,200	Second quarter.....	2,841	40	2,881
Third quarter.....	4,808	79	4,887	Third quarter.....	3,563	11	3,574
Fourth quarter.....	7,203	415	7,618	Fourth quarter.....	6,251	86	6,337
			19,001				15,580

No. 2. The laws regulating the merchant service out here are the same as those in England.

No. 3. Pilots are only employed in taking vessels in and out of port.

No. 4. Supercargoes are seldom employed.

No. 5. Refer to answer No. 2, above.

No. 6. There is, at present, no hospital for seamen, although one is in course of erection. There is great difficulty in getting seamen into the hospital at present established, on account of its being too small for the requirements of the place.

No. 7. Through shipping masters.

No. 8. There are very few native sailors, the principal part of the population having arrived here within the last three years.

No. 9. British and foreign seamen are employed in all vessels, and all enjoy the same advantages.

Nos. 10 to 13. The same answer as No. 2, viz: that the laws regulating seamen, &c., and relating to shipping, are the same as those of England.

No. 14. Colonial sailors may be said to be on the increase, although the number is very limited.

No. 15. For answers to first part of this question refer above. There are at present no fisheries on this coast. Pilots are generally looked upon as a superior class of men to seamen, and are under the direction of the government.

No. 16. There are only one or two revenue cutters out here, so that they require few hands.

Nos. 17 and 18. Refer to answers 10 to 13.

Nos. 19 and 20. All sailors, whether British or foreign, enter the colonial merchant service on the same terms.

No. 21. Horberg's work is what is generally used, and the system of navigation is the same as that pursued by all British mariners.

No. 22. Refer to No. 36, in Queries No. I.

No. 23. None worthy of note.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. By the tables appended is shown the number of Victorian vessels, with the trade in which they are employed. The term "foreign" has been read to mean all vessels arriving from and proceeding to countries beyond the Australian colonies. The term "coasting" is applied to all vessels trading between the adjacent colonies of New South Wales, South Australia, Van Diemen's Land, New Zealand, and Western Australia, although in all returns given by government these colonies are esteemed foreign—coastwise being applied only to such ports as are within the colony of Victoria, but which, in these returns, have been brought under the head of "internal."

Nos. 2 and 3. Refer to Tables C.

No. 4. See Table D, appended.

No. 5. See Tables E, appended. In these tables are included all British vessels not registered in Victoria.

No. 6. The tables required in answer to this query have been given in conjunction with the corresponding tables furnishing replies to queries 1 to 5.

No. 7. The chief foreign trade of the colony of Victoria may be described as follows:

Import trade.—From the United Kingdom, general articles of consumption in food, apparel, furniture, building materials, &c.; from the United States of America, the same; from the Baltic sea, timber; from South America, flour; from China, tea; from Singapore and the East Indies, sugar and general eastern produce; from the Mauritius, sugar; from Batavia, sugar and spices; from France, wine and brandy; from Hamburgh, Bremen, and Holland, general merchandise.

Export trade.—To the United Kingdom, colonial produce, viz: Gold, wool, tallow, horns,

and hides. The majority of vessels arriving here from the northern hemisphere proceed to India, China, or Callao, in ballast.

No. 8. *Coasting trade*.—The chief portion of agricultural produce consumed in the colony is derived from the neighboring settlements. There is, consequently, large and active employment for numerous fleets of small vessels from South Australia with flour, bran, grain, hay, and fruit; from Van Diemen's Land, timber, flour, hay, grain, fruit, and vegetables; from New South Wales, coal, grain, vegetables, and fruit; from New Zealand, timber, butter, potatoes, cheese, and pork. The outward coasting trade is (with the exception of occasional shipments of sheep and cattle to Van Diemen's Land, which trade, however, has now nearly or wholly ceased,) confined to the exportation of imported articles. A large amount of passenger traffic is carried on by regular steam communication between the ports of Melbourne and Sydney, Hobart Town, Launceston, and Adelaide, and by sailing vessels with Swan River, Auckland, and Wellington.

No. 9. In the colony of Victoria, the only ports recognized by the customs authorities are Melbourne, Geelong, Portland, Belfast, (Port Fairy,) Wainumbol, and Port Albert. Between Melbourne and Geelong there are constantly many small vessels employed in lightering goods; the trade with the other parts is confined principally to supplying settlers with stores, and bringing back their produce. Between two and three hundred vessels are employed in lightering the cargoes of vessels discharging in Hobson's Bay, the nearest point to Melbourne, to which vessels drawing upwards of nine feet water can come, a distance by water about nine miles. About a dozen vessels are employed in carrying lines from Port Philip Heads to Melbourne. A few also are engaged in conveyance of firewood from the shores of the bay, for town consumption; and latterly some have found profitable employment in bringing oysters from an inlet on the south coast, called Western Port. With the exception of the nine miles river communication by the Yarra-Yarra, between Hobson's Bay and Melbourne, no river navigation exists within the territory, unless, indeed, that portion of the Murray river which forms the northern and northwestern boundary of Victoria can be so considered. This river has, within the last twelve months, through the energy of Captain Cadell, assisted by the South Australian government, been proved to be navigable for nine months in the year. At the present time two steamers ply regularly on it, starting from Goolwa, South Australia, just within the sea mouth of the river. Three others, and seven tow barges, are in course of construction. With these, not only will the main stream be navigated for 1,300 miles, but large tributaries are found to be available for a great distance from their source, penetrating not only some of the finest tracts of land in this colony, but also of the sister colony of New South Wales. It is anticipated that the greater portion of the wool clipped in our northern districts will find its way by this new channel to Port Elliot, South Australia, seven miles distant from Goolwa.

No. 10. The same may be said in answer to this question as to many of the foregoing, viz: that the laws here are the same as those of England.

Nos. 11 to 14. There is no difference made with regard to foreign vessels. The tonnage dues on all vessels entering any port of Victoria is one shilling, or 25 cents, per ton. This sum is payable twice in each year, viz: between January 1 and June 30, and from July 1 to December 31. For answer to other queries, are enclosed copies of the acts of the legislative council of Victoria on the subject mentioned in said queries.

No. 15. There are none.

No. 16. Considering the number of American seamen at present in this port, and daily

increasing, it would be certainly advantageous and beneficial for the government to purchase a piece of land and erect a temporary hospital for the use of American seamen generally.

No. 17. The vessels are moored under the superintendence of the pilots.

No. 18. Passengers and passengers' luggage are subject to no port charges.

No. 19. The storage of goods is every day coming down, but at the present time it may be quoted at 2s. a ton per week.

No. 20. The engines in steamers here are imported with the steamers from England and Scotland, and are subject to no duties and the same may be said of those used in mills, &c.

No. 21. The fuel used by steamers on the coast is principally colonial coal, obtained from Newcastle, situated north of Sydney; some vessels use coal and wood, finding it less expensive; the latter is obtained in the bay and brought up to town by small vessels of about 200 tons. Colonial coal sells, retail, at the rate of £10 per ton, and wood about 50s. per ton.

No. 22. The commerce of this port is rapidly increasing, and there is no doubt that this port will eventually become one of the most important in the southern hemisphere.

No. 23. There are not so many vessels arriving from the United States as there were about twelve months ago, although advices have been received of some coming out; but the reason of this has been owing to the immense loss sustained by shippers forwarding goods to this port, as the market here has been for some time past glutted with goods of all descriptions, and in all probability will continue to be so for some time, as stocks at present are very large.

No. 24. There is nothing that would promote the intercourse and increase the trade and commerce between these colonies and the United States so much as establishing a line of steamers between here and Panama, as the communication between both countries would be more speedy and regular, and a large trade would consequently be done; whether the undertaking was conducted by government or by private individuals, there is little doubt that, if well regulated, the speculation would be a successful one. Great improvement could be made in the shipping of seamen from the United States to this port and the adjacent colonies, as by the present mode, viz: of getting men to sign articles to go the voyage round at this port, India, &c., and back to the United States to be discharged, a great deal of dissatisfaction is shown by the men on their arrival here, owing to the high rate of wages given to seamen in this port; and it not unfrequently happens the men are often obliged to be detained on board the hulks until the ship is ready for sea, or have their wages raised; whereas, if men were shipped from the United States, to be discharged here after the discharge of cargo, a great deal of unpleasantness would be saved, the number of seamen would increase, and wages would, consequently, come down.

No. 25. The principal articles of export are wool, hides, horns, tallow, grain, and bark.

No. 27. The laws here, with regard to coasting, are the same as those of England. No foreign vessel is allowed to trade between the ports of this colony, but foreign vessels are allowed to trade between this port and the adjoining colonies.

No. 28. There are a very limited number of boats used here, most of which have been brought here by various vessels.

No. 29. For answer to this query, see table appended.

No. 30. The mode of effecting insurance is similar to that of the mother country, and the rates are about the same; there are agencies out here for all the principal insurance offices in England, and several in the States; one of the former has a capital of \$25,000,000, and is the largest agency here. All business is conducted on the same principles as those in England.

No. 31. No letters of marque or commissions are granted to vessels, neither are they allowed

to be fitted out for hostile purposes, although some of the vessels now arriving and departing from this port are armed in case of attack, many of them having very large quantities of gold dust on board.

No. 32. Refer to No. 36 in answer to Queries No. I, although the principal portion of the above is derived from my own observations.

No. 33. The same answer may be given to this as that given to No. 23, Queries No. II, as few works or pamphlets of any description have ever been published in this colony, owing, firstly, to the machinery here being very limited, and secondly, the price of labor is so high; the expense of printing would be more than the books would realize, as works on all subjects are imported and sold at very reasonable rates.

No. 34. Very little more can be said of Australia, generally, than has already been stated in answer No. 40, queries No. II.

Lines of Steamers.

Name of company.	Where established.	Names of vessels.	Tons.	Between what ports plying.	How often.
General Surn S. N. Co.....	London	Sundry.....	1,500	Southampton, Melbourne, and Sydney....	Every 2 months. (a)
Do.....do.....	do.....	Bosphorus.....	330	Melbourne, Sydney, Adelaide	Fortnightly. (a)
Penin and Ousiot S. Co.....	do.....	Madras.....	613	Ceylon and Melbourne.....	Every 2 months. (a)
Do.....do.....	do.....	Norna.....	613		
Eagle Company.....	Liverpool.....	Great Britain.....	1,600	Liverpool and Melbourne	Every 6 months. (a)
Australia S. N. Co.....	Sydney.....	Yarra-Yarra.....	337	Sydney and Melbourne.....	Bi-weekly.
Do.....do.....	do.....	Waratah.....	256		
Do.....do.....	do.....	Shamrock.....	200		
Do.....do.....	do.....	City of Sydney.....	394		
Melbourne & H. T. S. N. Co.	Melbourne.....	Wood Tasmania.....	452	Melbourne and Hobart Town.....	Occasionally.
Sydney and Mel. S. N. Co...	Sydney and Melbourne.	Governor General.....	502	Sydney to Melbourne	Weekly.
Do.....do.....	do.....do.....	Hellespont.....	330		
Do.....do.....	do.....do.....	London	405		
Mel. and Adelaide S. N. Co	Melbourne.....	Havilah.....	256	Melbourne and Adelaide	Fortnightly.
Launceston S. N. Co.....	Launceston.....	Clarence.....	199	Melbourne and Launceston	4 times a week.
Do.....do.....	do.....do.....	Royal Shepperd.....	184		
Do.....do.....	do.....do.....	Black Swan.....	145		
Do.....do.....	do.....do.....	Lady Bird.....	175		
Intercolonial S. N. Co.	Sydney.....	Sir J. Harvey.....	358	Melbourne, Sydney, and Adelaide	Fortnightly.
Do.....do.....	do.....do.....	Fettercairn.....	195		
Do.....do.....	do.....do.....	William Denny.....	.....	Melbourne, Sydney, and New Zealand....	Occasionally.
Tasmanian S. N. Co.....	Hobart Town.....	Iron Tasmania.....	284	Melbourne and Hobart Town.....	Weekly.
Do.....do.....	do.....do.....	City of Hobart.....	.....	

(a) Mail contract.

VAN DIEMEN'S LAND.

HOBART TOWN.

D. McPHERSON, *Vice-Consul.*

JULY 21, 1854.

In conformity with your circular instructions of the 8th October last, I have now the honor to forward you herewith my answers to the several queries therein.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 4. Foreigners are not allowed to own any vessels registered in the colony, nor allowed to carry freight from one part of the colony to another; but are allowed to do so to any of the neighboring colonies, or elsewhere, on the same conditions as any other vessels.

No. 5. Foreign vessels are admitted to ownership, if owned and registered in the name of a British subject, on same terms as others; no distinction made.

No. 6. For number of vessels built in 1852 at Hobart Town and at Launceston, the only ports in the colony, see printed table in forms A.

No. 7. The wood used is principally blue gum for hull, and Van Diemen's Land, New Zealand, or Baltic pine for decks, cabin fittings and bulwarks; price, about 75 cents per cubic foot. The blue gum is procured in the colony, and the pine as its name indicates. There is no duty on timber. Our gum and pine are of good quality, but the latter in short lengths. New Zealand pine can be got in any lengths, and, if "couri" kind, of good quality.

No. 8. Lower masts and spars of New Zealand pine, 4s. per cubic foot; others, of Baltic pine, 75 cents per cubic foot; and Van Diemen's Land hardwood, 35 cents per running foot.

No. 9. Gum wood treenails, \$5 per 100; iron, 4 cents per lb.; copper or composition, 33 cents per lb., for fastenings.

No. 10. Copper sheathing, 33 cents per lb., and Muntz's patent metal, 30 cents per lb., are used.

No. 11. The Van Diemen's Land gum timber is seasoned by soaking it for a time in the salt water, and no new method is used for its preservation.

No. 12. No public depositories of ship timber, &c.

No. 13. Private depositories are ship builders' yards, and by merchants, who charge about 25 per cent. on first cost, and then add freight.

No. 14. Teased Russia hemp, tarred and untarred rope, got from England, cost 8 cents per lb.; this and the caulking, payed with pitch, is all that is used for caulking.

No. 15. Europe made rope for standing, and Europe, Manilla, and coir for running gear, are all that are used for rigging; cost for Europe, 12 cents per lb.; Manilla, 20 cents; coir, 8 cents; quality good.

No. 16. Sails made of English canvas, from Russia hemp; cost, 30 cents per yard.

No. 17. No peculiarity of rig in our vessels; those under 200 tons are either brigs or brigantines and topsail schooners; no fore and aft schooners, and generally two masts only.

No. 18. Anchors, common round, with iron stocks; cables, proved stud—all from England; cost, 5 cents per lb. Tackles, blocks, &c., also from England, of common sort.

No. 19. No peculiarity in shape of rudders nor mode of steering; the latter by wheel and chain.

No. 20. Latterly our vessels, being of larger tonnage, are safe; formerly, under 70 tons were mostly lost at sea.

No. 21. Lately built sail fast, being taut-rigged.

No. 22. Being built of heavy wood, load deep, but carry well, having flat floors; our harbors, being bar harbors, 8½ to 9 feet water.

No. 23. Are seaworthy for thirty years, with ordinary repairs.

No. 24. The shipwrights are colonial born, and English.

No. 25. Wages, \$3 to \$4 per day ; readily obtained at latter rate in the colony or surrounding ones.

No. 26. There is a public ship building yard, but not now used for want of prisoner labor ; there are no extensive private ones, though in times of cheap labor (\$2 per day) three yards launched two or three vessels each, 100 to 300 tons, yearly. Situated in the harbor of Hobart Town. Cost \$20,000 for yard ; extent, one acre.

No. 27. Docks for repairs are private, viz: a floating one, in use at Launceston, and two patent slips, laying down at Hobart Town for 600 ton vessels.

No. 28. All vessels allowed the use ; the former at \$10 to \$25 per day, the latter from \$10 to \$20 per day, according to size of vessel.

No. 29. No railways of any sort.

No. 30. No peculiarities in stocks or launching.

No. 31. No machines, &c., in use besides those in the United States.

No. 32. Pitch, tar and rosin, also pitch and other pine lumber will sell here ; the three former at \$4 per barrel, and the latter at 6 cts. per superficial foot ; a limited market ; say three hundred barrels of each annually, and sixty thousand feet annually. There are no duties on these articles.

No. 33. No materials, &c., used here can be sent for sale to United States advantageously.

No. 34. Charge for building vessels \$25 to \$50 per ton ; to finish and fit them out (without provisions) double these amounts. No vessels above 100 tons now built, on account of high rate for labor.

No. 34. American vessels under 200 tons, and not drawing above $9\frac{1}{2}$ feet *loaded*, sound and in good order, coppered and well found, can be sold at \$50 per ton, for carrying produce, viz: hardwood, potatoes, flour, fruit, &c., to Port Philip.

No. 36. My information is from my own experience here for twenty years, as ship owner, agent, merchant and insurance manager ; with the exception of the number of new vessels, and the measuring of vessels, which I obtained from the customs surveyor and our principal and oldest ship builder.

No. 37. No works or publications have been published on the above subjects here.

No. 38. Shipping is on the increase to carry our produce to Port Philip gold fields ; and our ship building has nearly ceased, except at the above exorbitant rates, the shipwrights either having gone there or are sawing hardwood, which sells here at 50 cents per cubic foot, for house building.

No. 39. American rig and models are preferred in this consulate, particularly with vessels under 200 tons, if flat, broad, shallow and long ; but, on account of so little ship building, can be introduced only in shape of vessels for sale.

No. 40. The Vandemonians build their vessels stronger, having cheaper timber, when able to get the blue gum ; but they have no claim to originality or to anything worth copying by America.

QUERIES No. II.

Sailors in merchant service.

No. 1. Number and description, see Tables, forms B.

No. 2. One seaman for every 25 tons, in foreign trade ; ditto for every 20 tons, in coasting

and colonial trade ; one seaman for every 15 tons in river trade ; seven whalers for every whale boat, in whalers ; besides a master, there are mates and 2d mates, on foreign voyages, but only the two former in the colonial, &c., trades.

No. 3. Pilots are employed by vessels going or coming from abroad, but vessels employed regularly about the colonies of Australia need not take them ; but at Launceston pilots are almost indispensable for safety and despatch, the river being long and dangerous.

No. 4. Supercargoes very seldom employed.

No. 5. Laws for seamen are the English Maritime Acts.

No. 6. No provision for sick, &c., seamen, public and private benevolence having hitherto sufficed.

No. 7. Sailors generally obtained or shipped by the masters personally.

No. 8. Van Diemen's Land sailors keep in their own ships, but no law keeps them from other countries' ships.

No. 9. They are also to be found in the latter vessels on colonial trips.

No. 10. Sailors in colonial service are allowed as much tea, sugar, fresh and salt beef, potatoes, and bread, as they can eat, (and not rationed,) with sometimes an allowance of spirits daily. Wages payable at the end of every voyage. Wages forfeited only if leaving before this. Form of shipping articles herewith.

No. 11. These vessels are compelled by law to carry medicine only on distant voyages, and advance of wages (a month) only given on such.

No. 12. No law for their return to colony.

No. 13. Two magistrates punish offences by one to three months' hard labor ; unless it be a criminal case, then the supreme court awards imprisonment or transportation, agreeably to English law.

No. 14. Sailors increase daily, from so many leaving large ships to visit the gold fields at first.

No. 15. Native sailors are obtained from all parts of Australia, but very few sailors in these colonies are natives, (chiefly English,) the youths of such colonies being engaged in mechanical, agricultural and pastoral pursuits ; those who become sailors do so on leaving school. No seaman apprentice system in these colonies. No fisheries or other service for them. Pilots and their apprentices are sailors, and not a distinct class.

No. 16. Sailors in colonial vessels, naval and mercantile, are paid \$40 per month, at present, and in British men-of-war, half that amount ; the inducement to the latter being little work to do.

No. 17. Sailors are exempt from civil and military duties by custom only, and there is no law on the subject ; but householders pay local taxes same as others.

No. 18. Sailors are liable to impressment, but no colonial law for it.

No. 19. Foreign sailors are employed on same terms as native ones.

No. 20. Colonial sailors are generally smart and intelligent, and the officers skilled in navigation.

No. 21. Their system of navigation, as well as the instruments used, are similar to those in the United States of America. Norrie's Epitome and Mercator's sailing, are the books used. I am not aware of any suggestion of value to the United States of America on this head.

No. 22. The authority for the above is my own colonial experience of twenty years, as insurance manager, ship owner and merchant.

No. 23. Books published on above, sent herewith.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. Tonnage of each trade in 1852.—(See tables C.)

No. 2. Colonial vessels entered in 1852, in foreign trade.—(See tables C, also for Nos. 3, 4, 5 and 6.)

No. 7. The chief foreign trade of Van Diemen's Land is to London, with South Sea whaling; the former leave this during the wool season, (December to March,) loaded with wool and oil, *via* Cape Horn, and return, October to January, *via* Cape of Good Hope, not calling at any place, making one voyage yearly. Freight, \$2 per barrel for oil, and 2 cts. per pound for wool, but have \$20 to \$25 per ton, for cargo, from London to this. The only vessels chartered are for cargoes. India, at \$20 to \$25 per ton cargo, or \$5 to \$10 per ton register, per month, according to agreement for paying wages, &c.

No. 8. The chief coasting trade is to Port Philip, now called "Victoria," (ports of Melbourne and Geelong.) Freights from this, \$10 to \$15 per ton of 20 cwt., or 40 cubic feet; returning chiefly in ballast.

No. 9. The only internal trade is on the rivers Derwent and Tamer, carrying farm produce and fuel; also sawn and split timber for shipping to Victoria, for house building.

No. 10. Foreign vessels can trade to and from any port, except between those of the colony, from which they are prohibited, unless their country allows the same.

No. 11. No distinctions made, except as above.

No. 12. The dues on foreign vessels are 10 cents per register ton for each time berthing and unberthing; 10 cents per ton, register, each voyage, for lights. Pilotage, \$10 to \$50, according to depth of water, each time boarded by pilot.

No. 13. Pilots are licensed by the governor of the colony, and can be depended on for safety. Charges fixed by government, as above, which are equally divided among them.

No. 14. No quarantine nor bills of health are required; but if sickness be on board, quarantine ground is appointed in the river, and vessel with all on board kept there until freed from disease; but all vessels are visited by a health officer on arrival.

No. 15. There are the colonial government, and also a self-supporting hospital, to which seamen of all nations are admitted. Present charge 3s. 6d. per diem. No charge for those destitute unless they have a consul, who is expected to charge his government for the latter, and pay. Attendance, medical, &c., first rate; separate rooms charged additional.

No. 16. Answered above.

No. 17. The harbor master, or his deputy, moors and moves all vessels, and about five days for each 100 tons cargo is allowed to each vessel to discharge or load at a wharf berth. Wharfage charged on owners of cargo, 4 to 24 cents each package, according to size. Heavy goods, 72 cents per ton. Vehicles, \$1 25 each wheel. No charges for vessels, except by harbor master. (See No. 12, above.)

No. 18. No restriction in landing of passengers, unless sickness be on board. No passports required, and no charges whatever for passengers' baggage, unless there be a large quantity, when a sufferance from the customs is requisite, when, if a customs' agent be employed, about half a dollar is charged by him for filling up. Said luggage seldom inspected, and only detained if spirits, wine, or tobacco be among it—these articles being the principal sources of our revenue.

No. 19. Storage is 12 to 20 cents per week. Cartage 70 cents per ton.

No. 20. Our steam-engines are made in England and are condensing, of 5 to 100 horse power each, costing here \$1,000 each horse power. No import duty.

No. 21. English and also New South Wales coal is the fuel used; the former, if round, is considered good, and preferred. Cost of each, \$20 per 20 cwt.

No. 22. The proximity of the gold fields has caused the commerce of this colony to increase daily; but the same cause has kept the American whalers from calling for refreshment as formerly, provisions being dear and men scarce.

No. 23. American merchant ships have slightly increased, calling to sell cargo and find employment.

No. 24. Reciprocity in all commercial matters between England and America is the only way to increase the relations between the colony and America.

No. 25. No goods can be advantageously sent from this colony to America.

No. 26. Bread stuffs and all other provisions, also wooden ware, are the principal items to be advantageously sent here from America.

No. 27. American vessels can participate in all our carrying trade, except between the ports in the colony, and the latter could be effected by reciprocity.

No. 28. Five-oared boats (whale) and 2 to 5 tons square-sterned boats, built with pine planks and hardwood timber, keel, &c., are the boats used here—one to every ton, up to 400 tons, cost \$10 per foot of keel. American boats of 5 to 10 tons each, half-decked, cutter or schooner-rigged, would be most salable; also 25-foot whaleboats.

No. 29. The only sea going steamers from the ports of this colony trade to Victoria. They belong to companies in the colonies and were brought from England; these carry the mails and passengers, also cargo, between the two colonies. The only other packets are a sailing vessel from each side of the island to Sydney, monthly, of 150 tons, each. The steamers are all iron and chiefly screw propellers. Burden, 150 to 300 tons. Power, 50 to 100 horse, each, going 10 knots, well fitted up for 100 to 200, each, in cabins; paying 10 to 20 per cent. dividends.

No. 30. Colonial companies effect insurance on vessels, with owner or agent personally, at \$50 to \$60 [?] per cent. per annum, on the value mutually agreed on. Loss payable three months after settlement. The usages of underwriters in London the rule.

No. 31. No restriction to arming colonial vessels; but neither letters of marque nor privateers allowed.

No. 32. Information got from custom-house authorities, and my own experience.

No. 33. Books published on above subjects are sent with tables, &c.; by sailing vessel direct from Melbourne to New York.(a)

No. 34. Increasing daily.

(a) The books and documents referred to in this return have never reached the Statistical Office of the Department of State.

NEW ZEALAND.

AUCKLAND.

JAMES BURTE, *Vice Consul*.

MARCH 31, 1855.

Answers to Queries of Circular to Consuls of October 8, 1853.

QUERIES No. I.

Ship building, &c.

No. 6. For 1852 no record obtainable—*vide* “Southern Cross” newspaper, sent herewith, shewing vessels built in 1853.

No. 7. Frame timber, Pohutukawa and Rata; planking and decks, kauri pine. All the above mentioned timber is the growth of New Zealand. The price of the frame timber is about 1s. per foot (running) of 12 inches. Price of kauri pine has varied during 1853 and 1854 from 14s. to 30s. per 100 superficial feet. The two first named woods are very durable, and the latter very suitable, being entirely free from knots.

No. 8. New Zealand kauri pine, from 6d. to 1s. running foot. Contract spars, as supplied to her Majesty’s royal navy, cost about £5 per load of 600 superficial feet. The trees from which these spars are selected are of magnificent growth, measuring at base five to six feet, and tapering gradually to a height of from 70 to 90 feet.

No. 9. Vessels of 50 tons and upwards are fastened with hardwood treenails, imported from Van Diemen’s Land, 3 feet in length, and 80s. per thousand. Vessels under 50 tons, fastened with copper bolts, costing from 1s. 6d. to 2s. per pound, or iron, at from 2d. to 3d. per pound.

No. 10. Yes; also, Muntz’s metal, obtained from Great Britain, at from 1s. 3d. to 2s. per pound.

No. 11. There are no means used for seasoning timber, except allowing it to lie on the beach for a considerable time; the action of the salt water is said to be beneficial in hardening the wood.

No. 12. There are no public depots for timber in New Zealand.

No. 13. There are no private depositories.

No. 14. Oakum, pitch, and tar—the former costing about £30 per ton, the latter 35s. to 50s. per barrel; but the European war has caused a very material advance in each of these items, which are all imported from Great Britain and the United States.

No. 15. For standing rigging, European rope is preferred; for running rigging, Manilla has the preference; but the cordage manufactured in New Zealand from the *Phormium tenax*, a plant indigenous to the island of New Zealand, is getting into general use. In ordinary times, European rope is sold here at about £40 per ton of 2,240 pounds, at which rate New Zealand rope is supplied; but the same causes which have affected pitch, tar, &c., have increased the price of both European and New Zealand rope to the extent of 100 per cent. Samples of the *Phormium tenax*, in its manufactured and raw state, are sent herewith. As yet no satisfactory method has been discovered for cleansing the flax of the skin; the native method of scraping it with shells is, of course, too tedious a process to be of service where large quantities are required for export.

No. 16. Sails are generally made of British navy canvas, which is preferred above any other.

No. 17. There are no peculiarities in the rig of New Zealand vessels; the coasting trade, which is very considerable and on the increase, is principally carried on by means of fore and aft schooners of from 30 to 90 tons.

No. 18. The anchors, blocks, &c., in general use in New Zealand are of British manufacture, same as used in the British mercantile marine, and are imported from the mother country.

No. 19. There are no peculiarities in New Zealand vessels as to rudders.

No. 20. New Zealand built vessels do not lose by comparison with other vessels as to safety, &c.

No. 21. They may be safely compared with other vessels as to speed.

No. 22. Being of light draught of water, New Zealand built vessels are well adapted for carrying freight.

No. 22. A faithfully built New Zealand vessel will, with ordinary repairs, be seaworthy for twelve years.

No. 24. In New Zealand, shipwrights are generally British subjects; but there is no preference, except that the best workmen are always sought for, irrespective of citizenship.

No. 25. Ship carpenters' wages are 10s. per day for new work, and 12s. for old; obtained with great difficulty. Shipwrights and ship carpenters are much wanted; the delay in effecting repairs, &c., is very great, in consequence of the short supply of labor.

No. 26. There are no public ship building yards, and no extensive private ones in New Zealand.

No. 27. There are at present no public nor private stocks in New Zealand for the repairs of vessels, though the natural facilities for the construction of them are very great; such accommodations are greatly needed, and would, undoubtedly, yield a handsome return to a company formed for the purpose.

No. 28. In the event of docks, &c., being constructed, I apprehend that vessels of all nations would be on an equal footing, such being the case with respect to the existing harbor regulations.

No. 29. There are at present no marine railways in New Zealand.

No. 30. There are no peculiarities in the stocks upon which New Zealand vessels are built.

No. 31. There are no implements, tools, or machines used in building and repairing vessels in New Zealand which are not used in the United States. I am informed by shipwrights here that there is a decided preference for American edge tools.

No. 32. American white oak for planking might, perhaps, be imported into New Zealand advantageously, as a vessel planked with it would class higher; it would probably fetch from 30s. to 40s. per 100 superficial feet. White oak treenails, from 9 to 12 \times 2 to 4 inches, would fetch about 40s. per thousand.

N. 33. Considering the great want of labor in New Zealand, it is very problematical whether ship building materials could be advantageously carried to the United States. The superiority of New Zealand spars has led to their use in the British navy, for which purpose they are exported in moderate quantities.

No. 34. The general charge for building vessels in New Zealand, for the past eight or ten years, has been about £7 per ton. Latterly, £7 to £9 per ton, builders' measurement.

No. 35. American vessels of from 30 to 100 tons register would undoubtedly sell at remunerative rates, the extensive coasting trade of the colony requiring handy craft of the above tonnage—fore-and-aft schooners of light draught of water. New vessels of this class are worth from £12 to £14 per ton register, complete in every respect.

No. 36. From merchants and ship owners.

No. 37. There are no publications giving the information required, except occasional numbers of local newspapers—*vide* “Southern Cross,” of January 3, 1854, sent herewith.

No. 38. Ship building can scarcely be said to be greatly on the increase, as the want of labor has hitherto tied the ship builder's hands, and hence the almost certainty of foreign vessels, as particularized in answer No. 35, leaving a good result to the vendor for some time to come; the demand, arising from the prosperous state of the colony, is constantly increasing, and will probably continue to do so for some time to come.

No. 39. From the extensive seaboard of the islands of New Zealand, there arises of necessity a general interest in the mercantile marine, and I am of opinion that any improvements in ship building would be duly appreciated here, from whatever source they might emanate; and I cannot conceive any more effectual means of introducing better models than by the importation of clipper vessels from the United States, which, by their superiority in sailing and carrying, might find a ready sale, and thereby incite the exertions of colonial ship builders to surpass them.

No. 40. The want of a patent slip has been greatly felt in Auckland; and although it is generally believed that such an accommodation would yield a handsome profit to proprietors, nothing has as yet been done towards the establishment of either patent slip or dry dock beyond the setting apart a site for the latter.

QUERIES No. II.(a)

Sailors in merchant service.

No. 1. The information required in this query is not obtainable, as the customs here do not require canoes to be registered, and these form a large proportion of the numbers engaged in the coasting and inland trade; the use of canoes is, however, getting superseded by the employment of small craft (fore-and-aft schooners) of from 20 to 50 tons.

No. 2. In the coasting trade, vessels are generally manned at the rate of about one man to 12 tons register; in foreign trade, one man to every 15 or 20 tons register, according to size of vessel; a vessel of 200 tons usually 10 or 11 men, in all, exclusive of captain; a vessel of 400 tons, 15 to 17 men. Officers, same as British ships generally.

No. 3. In New Zealand, pilots are merely employed by vessels entering and leaving port.

No. 4. No.

No. 5. The British merchant seamen's act applies here, where not amended by local acts. There is a local act in force.—(*Vide* copy herewith.)

No. 6. Sick or disabled seamen from foreign vessels are admitted into the colonial hospital on the same terms as British subjects, by their respective consuls guaranteeing the payment of the hospital fees for maintenance, which, at present, are fixed at 1s. 6d. per diem; it is expected that this rate will have to be increased, as it is nothing like adequate to the cost. Foreigners (Americans and others) having no proof of citizenship are admitted as British subjects, and on satisfactory proof of their being destitute, they obtain admission gratis.

No. 7. There are at present no public shipping offices in New Zealand. Crews of foreign vessels are shipped through their respective consuls, and for vessels under the British flag it is required that the hands be shipped before a custom-house officer.

(a) It must be obvious that many of the queries are wholly inapplicable to an infant colony like New Zealand, and this remark applies particularly to queries No. II.

No. 8. Sailors in New Zealand are at liberty to ship in foreign service, but are seldom found employed in any other than the coasting or colonial trade.

No. 9. No.

No. 10. Same as British service generally.

No. 11. Ditto.

No. 12. No.

No. 13. Same as required under British merchant seamen's act.

No. 14. The number of New Zealand sailors is continually increasing, in proportion to the prosperity of the colony.

Nos. 15 and 16. From the fact of the colony of New Zealand being quite in its infant state, queries 15 and 16 do not apply.

No. 17. Sailors in New Zealand are, in this respect, on the same footing as they would be in Great Britain.

No. 18. Same reply as to No. 17.

No. 19. Yes.

No. 20. Sailors in the New Zealand service rank as British sailors as to activity, intelligence, and skill, and the officers generally are equal to those in the mother country.

No. 21. *Vide* note appended to Queries No. III.

No. 22. From custom-house authorities, ship masters, and gentlemen of the legal profession.

No. 23. The books, papers, &c., which refer to the foregoing subjects are enclosed herewith.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

Nos. 1, 2, and 3. The customs returns do not furnish the particulars required in this query; for 1853, *vide* "Southern Cross," of January 3, 1854, sent herewith.

No. 4. There are no records in this consulate of returns of United States vessels entered and cleared in foreign trade for any other port than that of Auckland.

No. 5. No means of ascertaining this.

No. 7. The chief foreign trade of New Zealand, besides exports of timber, kauri pine spars, kauri gum, flax, potatoes, maize, and agricultural produce to the neighboring colonies, consists of the export of copper ore and kauri pine spars for the royal and merchant navies of the United Kingdom; kauri gum, wool, oil, hides, whalebone, &c., to Great Britain; kauri gum to the United States of America; spars and timber, in small quantities, to Chinese and eastern ports. Voyages hence to London or United States are $3\frac{1}{2}$ to 4 months. The inward foreign trade of New Zealand consists chiefly of imports of English manufactured goods from London, and American goods from Boston and Salem; but vessels arrive weekly from Sydney, Melbourne, and other ports of the Australian colonies, bringing both European and American goods transhipped in the ports from whence they sailed. Freights from London to Auckland average £4 per ton of 40 cubic feet; from Sydney to Auckland, 32s. per do.; from Auckland to the United States, £5 per do.; to Sydney, 30s. per do.; to Melbourne, 65s. per do. Vessels more frequently chartered for a lump sum than by the month.

No. 8. The chief coasting trade of New Zealand consists in the conveyance of timber and agricultural produce from the stations and villages on the coast to Auckland, for a market.

No. 9. The internal trade consists in the conveyance, by native canoes, of produce, &c., down the large rivers; taking, in return, tobacco, sugar, &c., and manufactured soft goods.

No. 10. No foreign vessel can be employed in the coasting trade of New Zealand, the same being prohibited by the existing navigation laws of Great Britain.

No. 11. No distinction whatever exists.

No. 12. There are neither tonnage duties, harbor dues, light money, hospital money, nor any other duties or taxes whatever imposed either on English or foreign vessels frequenting these ports.

No. 13. I send, herewith, harbor and pilotage regulations.

No. 14. *Vide* same pamphlet as for No. 13.

No. 15. *Vide* answer No. 6, Queries No. II.

The colonial hospital is superintended by a duly qualified medical practitioner, resident in the establishment, and every attention is paid to the comfort of the patients.

No. 16. Answered No. 6, Queries No. II.

No. 17. *Vide* harbor regulations, sent herewith, as to mooring. A wharf is now in course of construction at Auckland, alongside of which small vessels only can, at present, discharge; as yet, no wharfage dues have been exacted, but as soon as the works have progressed sufficiently to allow craft drawing from 12 to 14 feet water to avail of it, it will doubtless be found necessary to impose a small rate to cover cost of repairs, &c.

No. 18. Passengers are at liberty to land at any time after the vessel has been boarded by the harbor master. No fees or charges are imposed on personal luggage, nor are passports ever demanded.

No. 19. Storage of free goods, 1s. to 1s. 6d. per ton, per week; storage on bonded free goods, about double; drayage, 2s. per load.

No. 20. The engines of the only steam vessel yet built in New Zealand were made in Auckland. British made engines are the only ones at present in use in New Zealand; there are no means of ascertaining their exact cost. There is no steamer at present belonging to New Zealand, but there is every probability of the early establishment of intercolonial steam communication, when steamers (screw) of 150 to 200 horse power will be in demand. All machinery is free of import duty.

No. 21. New South Wales coal is generally used, costing from £2 10s. to £3 per ton, in Auckland.

No. 22. Both navigation and commerce generally are rapidly increasing, owing to the increase of immigration from Great Britain and the neighboring colonies, and the extended demand for New Zealand timber and agricultural produce which now exists in these colonies generally.

No. 23. The commercial intercourse of New Zealand with the United States has been increasing of late, owing to the greater demand for kauri gum in the American market, and the increased demand for American goods in New Zealand. As soon as the labor market is better supplied, prices of all provisions may reasonably be expected to decline, and United States whalers will then be enabled to recruit on even more advantageous terms than the present.

No. 24. I know of no means so well calculated to promote the commerce and navigation between New Zealand and the United States as the direct and regular communication between the two countries, by means of clipper vessels, bringing out well assorted cargoes, and taking, in return, kauri gum, spars, &c. I am further of opinion, that, were the sailing of such vessels from these ports fixed at regular intervals, the owners of American whalers in these seas would find it highly advantageous so to receive instalments of their cargoes of oil from vessels putting in here to recruit.

No. 25. *Vide* previous reply, No. 24.

No. 26. In a new colony like New Zealand it is almost impossible to particularize the items which would prove remunerative to shippers from the United States; cargoes assorted as for the neighboring colonies can hardly fail to succeed; almost all manufactured goods leave a fair profit. It would be far easier to specify those items which would form the exception, and among them I would include lumber, slops, agricultural implements, hams, saleratus, cotton sail canvas, hops, starch, boots and shoes, spirits.

No. 27. *Vide* Appendix.

No. 28. American built jolly boats, gigs, pinnace, and long-boats, as also whale boats, would generally sell at remunerative rates. Whalers' boats, after several years' service, are frequently known to yield far more than original cost.

No. 29. *Vide* reply No. 20, Queries No. III.

No. 30. Insurances are effected with offices in Sydney or London at, say, Auckland to Sydney, one per cent; Auckland to London, forty and fifty per cent. The extremely high rates of insurance charged for risks on the west coast of New Zealand are a great tax upon merchants; it is the custom of some offices to charge uniform rates for the whole of the west coast, whereas the extreme risk is confined to one or two ports, the others not really deserving of being classed with those which may be termed dangerous.

No. 31. *Vide* Appendix.

No. 32. From merchants, ship masters, &c.

No. 33. *Vide* documents herewith.

No. 34. *Vide* Appendix.

IN AND NEAR EUROPE AND AFRICA.

GIBRALTAR.

HORATIO J. SPRAGUE, *Consul*.

MARCH 11, 1854.

In compliance with your circular dated the 8th of October, 1853, I have the honor to wait upon you with my replies to the queries contained therein, on the subject of shipping, commerce, navigation, &c. Gibraltar being a fortress, it does not offer as much information as might be desired with regard to commerce or navigation, especially, they being now quite limited, from the causes which I have explained. I have had recourse to the public offices and foreign consulates here, but have not been able to gather much information upon the subjects in question, there being little or nothing registered of general commercial interest, which, however, should not cause surprise in a strictly garrison town, where no commercial statistics of any importance are kept.

QUERIES No. I.

Ship building, &c.

No. 1. The rules for regulating and ascertaining the tonnage of vessels at Gibraltar are contained in "An act to regulate the admeasurement of the tonnage and burden of the merchant shipping of the United Kingdom;" September 9, 1835.(a)

(a) See note page 509.

No. 2. The only document issued to vessels in Gibraltar in proof of nationality are sailing papers given by the governor, under the provisions of an order of her Majesty in council, dated at Buckingham palace on the 19th June, 1850.

No. 3. Vessels are transferred in Gibraltar by an ordinary bill of sale, and the change of ownership is communicated to the port department, where a register of vessels is kept.

No. 4. Foreigners who have been for fifteen years residents of Gibraltar are permitted to own or to command Gibraltar vessels; there is not, that I am aware, any restriction whatever as to persons employing them.

No. 5. There is not any distinction made in Gibraltar as to the build of a vessel, whether foreign or domestic; the distinctions depend on the ownership and navigation. If the owner, commander, and three-fourths of the crew be either British or residents in Gibraltar for the next preceding fifteen years, no enquiry is made as to the build of the vessel.

No. 6. No vessels have been built at Gibraltar during the years 1852 or 1853.

No. 7. The woods that are generally used for ship building are, pine, oak, birch, and elm; the pine comes from the Baltic, also a small quantity from Spain, and the other kinds are imported from Trieste, Hamburg, and Portugal. No duties are levied on the importation of timber at Gibraltar. The prices generally charged from ship yard, are \$1 per cubic foot for Baltic, and 75 cents per cubic foot for Spanish pine, and \$1 50 per cubic foot for oak and other foreign hard woods. These rates are considered high, but as ship builders have their supplies on hand many years, they find it is no object to import unless they can get high prices for the small quantities they consume or sell from time to time. The qualities of these woods are generally approved of.

No. 8. Baltic pine is generally used for masts and spars. The prices for spars differ as to their size, and rule from \$75 to \$300 each, according to quality.

No. 9. The fastenings used at Gibraltar are made of iron, and cost at the rate of 16 cents per pound, and iron bolts at 8 cents per pound.

No. 10. Copper sheathing is used upon vessels, generally when not under 100 tons burden, but Muntz's metal has of late years obtained the preference. Both metals come from England, and are sent to Gibraltar for sale by the manufacturers, who have agents appointed for the sale thereof. The price of copper sheathing at this present moment is 27 cents per pound, and of Muntz's metal 25 cents per pound; prices vary according to the fluctuations in the leading markets of Europe.

No. 11. The small quantity of timber on hand is buried into the sand on the neutral ground by the water's edge, there being no other means offering for the seasoning of ship-timber in Gibraltar.

No. 12. There are no public depositories of ship timber at Gibraltar.

No. 13. The only private depositories of ship timber, are the small quantities held by the shipwrights and carpenters, who are allowed by government to have small yards on the neutral ground, outside of the gates of the fortress for that purpose, being merely a piece of sandy soil railed in, where no one is permitted to remain after the closing of the gates of the fortress. There are seventeen of these yards; they are not subject to any taxes or rent, but the authorities require that they should be used for nothing else than for the particular purpose for which they have been got up. They are subject to be pulled down at a moment's notice, if the government should require it.

No. 14. The materials used for caulking are: oakum, tar, pitch, and rosin. Oakum is made

at Gibraltar from old hemp cables and ropes, obtained from vessels sold or condemned in the port and elsewhere. Tar, pitch, and rosin arrive from the United States and Sweden. The price charged by shipwrights for oakum is about 6 cents per pound; pitch \$5, rosin \$4, and tar \$6, per barrel; but these articles hardly cost them over one-half of these prices.

No. 15. Standing and running rigging comes from Leghorn, England, and Russia, and these three kinds are freely used and made of hemp. The retailing prices are: for English 14 cents, Russian 12, and Tuscan 13 cents per pound.

No. 16. Sails are generally made of cotton duck, chiefly imported from the United States, and considerable Russia and English duck is also employed by shipping generally. The duck is imported direct from the countries where it is manufactured.

No. 17. The rig of Gibraltar vessels does not in any particular way differ from vessels of other nations, except in the small crafts, which compare with the *faluchos* of Spain and Portugal, carrying lateen sails instead of square sails, and which seem to be preferred for coasting, as they are easily managed, particularly while tacking in-shore, and will allow of sailing very close to the wind.

No. 18. There is a good supply of anchors, cables, tackle, blocks, &c., at Gibraltar, consisting of all sizes and dimensions. They are chiefly of British manufacture, of the best workmanship, and generally sold for account of the manufacturers, who have agents to attend to their sale. I do not see that they differ in any way from those of American manufacture, nor do they afford greater advantages, beyond the dependence that can be put upon the chain cables with regard to their strength when guaranteed by the manufacturers.

No. 19. No peculiarities exist in the shape of the rudders of Gibraltar vessels to those of other nations, or even in the mode of steering; in fact, they are of the most simple invention and ordinary mode, both as to rudder and steering.

No. 20. Gibraltar vessels are considered stiff and safe; they are generally built with considerable beam, but they do not offer greater advantages than the Spanish, Italian, or other Mediterranean vessels.

No. 21. Their speed hardly reaches the average of other Mediterranean vessels.

No. 22. They carry their tonnage about as well as other Mediterranean vessels.

No. 23. With ordinary repairs Gibraltar vessels have been known to be seaworthy for over twenty years. As it is rare that any vessels are built at Gibraltar, much care has generally been taken in the construction of the few vessels that have been built; hence they are fully as strong as other Mediterranean vessels.

No. 24. There are only three professional shipwrights at Gibraltar, one a native of Spain, and the other two Italians. There are four or five others who are mere practical men, though styled shipwrights, one an Englishman, and the others natives of Gibraltar.

No. 25. The wages of a shipwright is \$2 per day, and their workmen receive from \$1 to \$1 50 per day. These latter are generally natives of Gibraltar. When extra hands are required, then Spanish workmen are obtained from the neighboring villages in Spain.

No. 26. There are no ship building yards within this consular district.

No. 27. There are no private docks for repairing vessels, but there is a government mole called the dock yard, for the use of British vessels-of-war. It affords but little assistance to large vessels beyond a shelter from storms; contains supplies of anchors, cables, spars, boats, and other materials that may be required for the immediate use of British vessels-of-war. A large supply of coals is also kept there for British war steamers, which are able to haul along-

side of the mole or wharf to receive the same. It has no dry dock, but has a camber, which answers for heaving out vessels of moderate size, for the purpose of examining their bottoms. It is situated on the southwest part of the Rock.

No. 28. It is only on urgent cases, and under peculiar circumstances, that foreign vessels are permitted to enter the dock yard for the purpose of undergoing repairs, or for coppering or heaving out. The accommodation is exempt from any charge on the part of the government.

No. 29. There are no marine railways in Gibraltar.

No. 30. So insignificant is the extent of ship building in Gibraltar, and the facilities so very limited, that the few vessels that have been built have been constructed and launched from the beach on the neutral ground, and the most primitive and plain mode is used for launching vessels or crafts.

No. 31. The tools, implements, and everything else relating to the building or to the repairs of vessels, are of the most simple kind possible, to be found everywhere, and are manufactured chiefly in England.

No. 32. Gibraltar offers no encouragement for the sale of materials or articles used in ship building. The demand for them is very small, and the supplies from England are large. There are no duties levied upon them.

No. 33. No materials or articles in ship building could be advantageously carried to the United States for sale from Gibraltar.

No. 34. Ship building in Gibraltar is of so small an importance that there is no fixed charge per ton for building, though it never exceeds \$65 per ton. The work is done by the job, or on account of the owner, by his paying for the materials and daily work of the carpenters and laborers; and the latter course is the one that has generally been pursued.

No. 35. There is no encouragement at Gibraltar for the sale of American vessels, the freighting or carrying business of the port being of too small an importance to allow of any demand, or of fair prices being allowed for well built and costly vessels from the United States or elsewhere. The ship owners in Gibraltar are few in number and of no great means. The vessels they own are small, and mostly condemned foreign vessels, patched up, aged, and of inferior class. Great economy is shown in the manning, outfit, and sailing of these vessels; otherwise they could not compete with the Italian, French, Spanish, and Portuguese vessels, which carry on the coasting trade of the Mediterranean, the coast of Morocco, and Portugal. Many sail their vessels by shares, which is considered an economical system in short voyages.

No. 36. The foregoing information has been received from those interested in shipping and ship builders in Gibraltar, also from my own personal observation and experience.

No. 37. No books or pamphlets have been published at Gibraltar on any subject relating to the foregoing.

No. 38. Shipping and ship building are on the decline in Gibraltar, chiefly for the want of capital and enterprise, and, like the trade of the place, has depended much upon the success of smuggling into Spain and Portugal, which used to employ a great quantity of small vessels under one hundred tons burden. A better state of things and increased industry in Spain, the large steam navigation lately established in the Mediterranean, conveying merchandise from its places of growth and manufacture direct to the chief places of consumption, without making Gibraltar, as formerly, a depot of merchandise for supplying other markets, have also contributed greatly in contracting very materially the commercial operations and enterprises, that the general trade of Gibraltar may now be said to be limited to the actual retail wants of

the fortress, with a portion of the coasting trade with the adjacent coast of Barbary; hence requiring but little shipping to meet its calls.

No. 39. I consider ship building at Gibraltar of too little importance to admit of any American improvements, since it is chiefly confined to small crafts, lighters, and boats, which do not allow of any expensive or extensive outlays.

No. 40. I hold no information with regard to Spain that could offer any interest.

QUERIES No. II.

Sailors in merchant service.

No. 1. The aggregate number of seamen in the Gibraltar merchant service is about 188 men and boys—85 being foreigners, and 103 natives. The foreigners chiefly consist of Spaniards, Italians, and Portuguese. I am unable to prepare the table called for.

No. 2. The usual complement of the crew of a Gibraltar vessel is at the rate of nine men for square-rigged vessels not exceeding 200 tons, and five men for lateen crafts not exceeding 75 tons, with which crews they engage in most all legal voyages. Besides the master, they have a first and second mate, as is the case in American service, with the addition of one seaman, who acts as a species of sailing master or clerk of the vessel, and who attends to the receiving and delivery of cargo.

No. 3. There are no pilots at Gibraltar, nor are they required for vessels going into or out of port. To attempt to beat out of the Straits, patrons or masters of crafts and fishing boats are sometimes employed by masters of vessels. Some are well acquainted with the tides and currents, and at times succeed, by dint of perseverance, to take vessels out of the Straits against a head wind. Their charge for such service never exceeds sixteen dollars.

No. 4. It is very seldom that supercargoes are employed on foreign voyages.

No. 5. There is no special code of laws or regulations respecting seamen at Gibraltar in the merchant service; they are subject to British laws.

No. 6. No provision is made at Gibraltar for sick, disabled, or infirm seamen. They are dependent upon their own means and upon charity, or upon their consul, if they be foreigners.

No. 7. Sailors are rather difficult to be had at Gibraltar, being an expensive place for seafaring men; besides, if foreigners, they are subject to the regulations of the garrison. The most numerous are Italians and Portuguese, discharged from coasting vessels, or left behind by illness, or other circumstances. There is no difficulty to get them ship on board of foreign vessels at the going rates of wages, which are generally under what is paid in the United States by 25 per centum.

No. 8. Spanish sailors do not seek foreign service. The laws of Spain not only discountenance it, but prohibit them to navigate in foreign vessels, unless provided with permission from the captain general of the department to which they belong, and who is the only official authorized to make a moderate use of such a privilege. The transgressor of this ordinance would forfeit six months' wages, which would revert to the hospital funds, and be subject to have his wine rations stopped, and such like forfeitures, unless he could show satisfactory cause that he had acted thus for the purpose of returning to Spain from a foreign port, where inevitable circumstances had taken him.

No. 9. From what is stated in the preceding reply, it is evident that foreign vessels trading to Spanish ports cannot generally avail themselves of Spanish sailors.

No. 10. Allowances to sailors in Spanish merchant service are various, but generally are by wages, or shares in profits on the voyage, to be sanctioned by the marine authorities of the districts of Spain. They are generally of two kinds—by a fixed salary, which is from six to ten dollars per month, or by sharing profits, according to the nature of the voyage and the respective stations of the seamen on board. This last system is generally adopted in short and coasting voyages, though, also, at times, in long voyages. It is not usual that provisions are issued by rations; but, on the contrary, the cook or steward receives orders to provide for all the crew's mess. The provisions consist of biscuit, macaroni, rice, salt fish, pickles, salt pork, &c., according to the province where the vessel hails from. Spirits or wine rations are generally given, particularly on board of vessels from the province of Catalonia. With regard to shipping articles, it is ordained by law that the naval commander in any seaport town, or his assistant, in smaller districts, shall keep a copy on file of the shipping articles of all able seamen, and a separate one for each mariner, with their name, as well as those of their parents, places of birth, age, and description. Wages are forfeited by Spanish sailors for navigating on board foreign vessels, as stated in reply No. 8; also, for absenting themselves without leave, or from duty. Three months' wages are generally forfeited for each such offence, and, if repeated a third time, then the wine ration is likewise stopped; and also for any mishap to a vessel, or otherwise, in case of any neglect of duty when on watch; for desertion, or for remaining on shore while the vessel is leaving port. In fact, the mode for settling the wages of seamen depends upon the agreements made with them at the time of shipping; but, in transatlantic voyages, if the mariner should be found out as having refused to join his ship on the return voyage, having agreed for out and home, he shall not only forfeit all extra wages agreed upon, but also one-third of the ordinary wages, and his allowances of wine during the three penal voyages he shall be condemned to perform as a punishment.

No. 11. I do not find that there is any provision by law relating to medicine or outfit of clothing, &c., on board of Spanish merchant vessels. As to advance wages, three months' advance are generally allowed in the Spanish navy, when on active service, under certain restrictions; but to merchant seamen, it depends upon the agreement that may be made with them at the time of shipping. Generally, the advance is made by meeting the wants of their families on shore, which they leave behind.

No. 12. The laws of Spain require that Spanish vessels should be provided with a roll and crew list, and the master has to give an account of his crew. Unless by actual and forced necessity, such as being unseaworthy, or unable to be repaired, Spanish vessels are not permitted to be sold in foreign ports; and such seamen who may absent themselves for over a year, without giving a just cause or plea for it, are subject to severe punishment. By these regulations, the return of Spanish seamen to their native country is, in a certain measure, secured in most cases.

No. 13. Every mariner who has subscribed to the shipping articles, and who shall absent himself for more than fifteen days, without the permission of his captain or mate, shall be subject to six months of active service, which service he shall duly perform in his turn or rotation; the commanding officer having, however, the faculty to diminish the term, if he should see fit, in accordance with special instructions. Obedience of sailors to their officers is strictly enjoined and forcibly required in all that relates to the various duties on shipboard; at the same time, masters of vessels in the merchant service are required to treat their crews well, and be punctual in paying them their wages. In case of non-conformity, they shall be

liable to certain forfeitures, which shall be designated by the competent authorities, who shall also hear and adjudge any complaints brought before them against any of the crew. Thus far as regards the discipline of the ship. As respects the mode of punishing in the merchant service, the commander of each ship shall distinctly read over to each mariner the articles of the ship's regulations, according to the authenticated copy that he shall have, so that no mariner shall plead ignorance as regards his obligations, and the consequence of disobedience. In the naval service, sailors enlisting on board men of war shall be subject to the general laws and regulations of the service.

No. 14. It will be necessary, in order to give an answer to this question, to have recourse to the government statistics, which no private individual is permitted to have access to without special permission from the highest authority in Spain.

No. 15. Mariners are to be found in all Spanish seaports, villages, and towns, adjacent to the peninsula, and in the transatlantic possessions. Their number varies according to particular circumstances. The occupation of seamen in early youth is chiefly confined to drudgery, in assisting their parents as far as their bodily strength will permit. The only apprentice system, if it may be so called, is the employment of youths destined for sea service in small crafts, such as coasting vessels or fishing boats, in which occupation they are employed from boyhood to about eighteen years of age. They, however, do not enjoy the rights of seamen unless they be sons of enlisted mariners; but when these attain the age of fifteen they may enter the merchant service, and are exempt from service in the navy until they have attained the age of twenty, according to royal orders established in 1803 and 1827. There is no established apprentice system by law in Spain, nor are there any fisheries or other special services which boys can be brought up in to qualify them for the sea. Any honest man may enlist in the naval service, from 18 to 45 years of age, provided he possesses sufficient bodily strength to enable him to perform those duties required by the service, but their services are rarely enforced till they attain their twentieth year; as, during the term of the two years from 18 to 20, they are in most cases of under age and allowed the privilege of entering the merchant service after making a voyage or two in the navy. Men who are not actually inclined to the sea are not enlisted as volunteers into the service, nor those who live two leagues from the sea or navigable river; nor are those admitted into the naval service who cannot produce a certificate of good conduct, in accordance with the royal ordinance of 1826. Pilots, and apprentices to their calling, are not generally seafaring men; there are some, however, who have been brought up for this species of service, but the most part are such as have had some practice with pilots. It is incumbent, however, by the present regulations, that such as wish to become pilots shall receive the necessary information in nautical schools, specially qualified for this instruction, which are regulated according to established rules. In order to obtain the appointment of a licensed pilot, it is required to produce a certificate of character and qualification from the commandant of marine and the director of the school in which he has undergone his examination.

No. 16. The pay of mariners in the naval service varies according to efficiency. Boys receive $\$2\frac{1}{2}$ per month; ordinary mariners, $\$4\frac{1}{4}$; competent seamen, $\$5$; boatswains, $\$6\frac{1}{2}$; which wages they shall receive when they enter the service until they are paid off, besides the expenses attendant on their reaching their ship at the port where she is being equipped or fitted out, as well as their travelling expenses to their respective homes, when their services are not further required. Registered sailors are privileged, when not in actual service, to engage in the coasting trade, and in navigable rivers up to salt-water mark; also, in fishing, whether in their own

boats, or those of other persons. It is also provided that every registered seaman shall enjoy the privileges of retired seamen, on producing his certificate of good and efficient service, with many other privileges, according to enactments especially provided for, to encourage good behavior; and furthermore, if he should be strongly recommended to the sovereign as deserving promotion in the navy, such may be awarded to him as far as his competency and valor in action shall recommend. Disabled sailors are entitled to two-thirds of their pay during incompetency, if they should become disabled in the performance of their duty and merit this boon. Every duly enlisted mariner, who shall become entirely disabled during action, shall be entitled to all the privileges of invalids, and besides his full pay, his rations; but if, after a lapse of time, he should be able to do any work of handicraft, he shall yet be only entitled to his usual pay. Widows of invalid mariners shall be entitled to a pension, also their children while under age, or their parents, if in indigent circumstances, according to certain rules laid down; besides these privileges and recompenses, all duly registered seamen are entitled to the considerations contained in the following article:

No. 17. Every enrolled or registered sailor is exempt from military duty, also from paying taxes on the houses in which their families reside. He is also exempt from other public burdens, and taxes on travelling baggage, and the like. Finally, the enrolled sailor is exempt from all imposts and restrictions to which the rules of fishery are subject. It is, however, required that the usual duty levied on fish, when brought into market for sale, shall be paid.

No. 18. All sailors in the merchant service are subject to impressment or conscription in naval service, according to general ordinances and established laws, wherein are specified the rules of impressment. The duration of active service is limited to three years, agreeably to royal ordinances, revised in May, 1833.

No. 19. Alien sailors may enter the Spanish merchant service under the following circumstances: 1st. They shall present written recommendations of good conduct; 2d. They must declare on oath that they are not enlisted elsewhere, pointing out to them the serious consequences if they should deviate from the truth, or if they should enlist under a false name, and if they are at full liberty to domicile where they please.

No. 20. The officers of ships in the merchant service are generally intelligent and skillful, but the seamen, generally speaking, are not, so far as regards anything beyond the ordinary duties of mere sailors. The commanders in the merchant service, although they may be competent to navigate a ship, are not always competent pilots; for, by royal order of the 3d August, 1830, it is ordained that all merchant ships trading to Spanish America shall have competent pilots or mates on board, who shall have undergone the necessary examinations before their appointment to such command.

No. 21. The theory or system of navigation pursued in the Spanish merchant service is chiefly that generally adopted by most navigators—that of Don Gabriel Ciscar, whose treatise serves as a text-book for the study of navigation. With regard to the instruments in ordinary use, no general rule is followed, because it is not required of captains or mates, having command of ships in the merchant service, to provide themselves with any specific instruments beyond those of indispensable use; however, many provide themselves with quadrants, sextants, barometers, chronometers, thermometers, &c.

No. 22. I have obtained the foregoing information from the port department of this port, and from Spanish officials in this adjacent neighborhood, as well as from my own experience and observation.

No. 23. I do not learn that in Spain any books or pamphlets have been published on the above subjects ; those existing are chiefly translations from other languages.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. The aggregate tonnage of vessels of all nations, in 1852, at Gibraltar, was as follows :

INWARDS.

Great Britain.		British colonies.		United States.		Foreign States.		Total.		
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Crew.
412	117,262	44	7,618	30	7,321	2,707	305,602	3,193	437,803	33,387

OUTWARDS.

700	177,292	69	14,572	67	19,767	2,318	223,980	3,154	435,611	33,708
-----	---------	----	--------	----	--------	-------	---------	-------	---------	--------

No. 5. Spanish vessels (which are included in the above table) were as follows: *Inwards*—287 vessels, 8,958 tons. *Outwards*—297 vessels, 9,365 tons.

Sardinian: 87 vessels, 15,008 tons, about 1,096 crew.

Prussian: 36 vessels, about 12,200 tons, about 326 crew.

Portuguese: 129 vessels, 3,815 tons, 1,176 crew.

French: *Inwards*—101 vessels, 10,699 tons. *Outwards*—106 vessels, 11,118 tons.

Russian: About 35 vessels, 2,647 tons.

No. 7. The chief foreign trade of Gibraltar vessels is carrying the products of the Kingdom of Morocco to Gibraltar, Spain, France, and Italy ; taking Indian corn from the Morocco ports, and flour and wheat from Gibraltar to Madeira ; barley from Algeria to Gibraltar, besides conveying to Algeria and Malta, as well as to Tunis, all sorts of foreign produce and merchandise. These voyages last from one to four months, according to distance. The freights on merchandise do not vary much, and are generally reckoned by the weight of the article or by package. Herewith the usual rates obtained in such voyages :

FROM GIBRALTAR—

To ports on the coast of Morocco :—\$1 a \$1 50 per hogshead for loaf sugar, weighing 10 cwt. ; 75 cents a \$1 per bale for cotton or manufactured goods, weighing 8 cwt. ; 30 cents per barrel, weighing 200 a 250 pounds ; $\frac{1}{4}$ a $\frac{1}{2}$ per cent. on specie, with 10 per cent. primage.

To ports in Algeria :—40 cents per bag for coffee, pepper, &c. ; \$4 per hogshead for tobacco ; 70 cents a \$1 per bale for tobacco, weighing 4 cwts. ; 50 cents a \$1 per bale of manufactured goods, with 10 per cent. primage.

TO GIBRALTAR—

From ports on the coast of Morocco :—25 cents per fanega for grain ; 35 a 40 cents per cwt. for washed wool ; 25 a 30 cents per cwt. for unwashed wool ; \$4 per ton, of 20 cwt., for wax, almonds, gum, &c. ; specie $\frac{1}{4}$ a $\frac{1}{2}$ per cent., with 10 per cent. primage.

From Malta and Tunis:—\$5 a \$6 per ton, of 20 cwt., and 5 per cent. primage.

From Marseilles and Genoa:—\$3 a \$4 per ton, of 20 cwt., and 5 per cent. primage.

From Algeria:—20 cents per fanega for grain, and 5 per cent. primage.

No. 8. The chief coasting trade consists in bringing supplies of wines, brandies, dry fruits, charcoal, fire-wood, and other provisions, from the eastern and western coasts of Spain and Portugal, which meet the wants of Gibraltar, and the shipping in its port, and give, at the same time, employment to many small boats and craft, by which a very large quantity of Spaniards and Portuguese obtain a livelihood. The seaports from which the largest supplies are received, are Malaga, Cadiz, Estepona, Alicante, Valencia, San Lucar, and Algeciras, in Spain, and Faro, Tavira, and Olhaõ, in Portugal.

No. 9. There is no internal trade in Gibraltar.

No. 10. Foreign vessels are allowed to participate in all kinds of carrying trade with Gibraltar. Gibraltar being a free port, vessels of all nations enjoy the same privileges.

No. 11. No distinctions exist in Gibraltar as to foreign countries, or with regard to entering or clearing vessels under any flag, with cargo or in ballast.

No. 12. Gibraltar is a free port, and vessels of all nations are exempt from tonnage duties or taxes, with the exception of light dues, for the keeping of the light-house erected on Europa Point, which is 2s., or 50 cents, for every vessel, without regard to size or description; and the anchorage or port dues, payable by vessels having communicated with or anchoring at Gibraltar, are as follows: For every square-rigged vessel, having three masts, \$10; for every brig, \$8; for every schooner, sloop, mistico, xebec, galliot, or other the like kind of fore-and-aft-rigged vessel, \$5; for every small coasting vessel, \$4.

No. 13. There are no pilots or pilotage laws in Gibraltar.

No. 14. The superintendence of whatever relates to vessels in quarantine is with the captain of the port. The Board of Health, to which reference is made on occasions requiring deliberation, consists of the governor, the colonial secretary, the principal medical officer of the garrison, the captain of the port, and the police magistrate. The first clerk in the colonial secretary's office is secretary. In addition to the port dues, a further duty is exacted, when the ship or vessel is liable to quarantine, of \$2; for every day's attendance by a health guard, when embarked, \$1; for every visit by a health guard to a vessel in quarantine, half dollar; for every day's attendance by a health guard, in superintending the discharge of a vessel in quarantine, \$2; for every bill of health, \$1; for every endorsement of a bill of health, \$1. Vessels bringing clean bills of health from healthy ports are at once admitted; all others, subject to quarantine, are liable to the provisions of the act of Parliament relating thereto. Moreover, vessels coming from that part of the western coast of Africa situate between the 30th degree of north latitude and the 20th degree of south latitude, and the islands adjacent thereto, with the exception of the Canary islands, shall forthwith quit the port of Gibraltar, not being admitted under any circumstances. They are so far indulged, however, as to be permitted to take supplies of water and provisions, but under strict quarantine regulations. All quarantine regulations are liable to alteration, by directions from the Board of Health. Vessels coming from the West Indies, or that part of the continent of America situate between the equator and the 34th degree of north latitude, and arriving between the 1st of July and the 15th of November, shall not be admitted, but forthwith quit Gibraltar; if arriving from the above places between the 16th and the 30th of November, they shall perform a quarantine of observation till the 1st of December. But vessels or goods having performed quaran-

tine at a place where there is a foul lazaretto, shall be admitted to pratique, on exhibiting a certificate from the competent authorities to that effect, duly legalized by the British consul. I annex an extract from the order in council, relating to the performance of quarantine at Gibraltar.

* * * * * * * * *

No. 15. There are no marine hospitals at Gibraltar where sick American seamen are admitted ; but there is a civil hospital, which is the only public institution at Gibraltar, for the sick, disabled, or infirm, where American seamen, as well as those of all other nations, are admitted. This institution was established in 1815. It is separated into three divisions—Protestant, Catholic, and Hebrew—each under the management of gentlemen chosen annually by the different communities of these religious persuasions. The governor of the garrison is its chief, while each division has a deputy governor and committee to superintend the interior arrangements. To conduct it, there are two resident surgeons and other hospital assistants. Sailors, from the shipping in the port, derive the greatest benefit from this institution. The British government has permitted a small sum (£500) to be collected, with the port dues, on vessels anchoring in the port, and the amount is appropriated for the general fund of the hospital, which is occasionally aided by donations and bequests, while the expenses of each division are separately provided for by contributions from the members of the respective communities. The expense per day is fifty cents for each in-patient. Relief is also given to the poor out-patients who choose to apply for advice and medicine—both distributed gratis.

No. 16 does not require any reply.

No. 17. There are no wharves in the port of Gibraltar for vessels to lie at. The following is an extract from the order in council, relating to the regulations of the port of Gibraltar.

* * * * * * * * *

No. 18. The police regulations of Gibraltar require that passengers landing and wishing to enter the garrison should be provided with passports, which, when they proceed, should have the visa of the consul of the nation to which they are bound. Foreigners, in case of need, apply to their respective consuls. On arrival, an application from some respectable resident is necessary for the admission of foreigners, when a temporary permit is granted by the police magistrate. I annex a form of the application, or bond, which has to be forwarded to the police office for that purpose. There is no examination or inquiry as to baggage, and no charge or fees are exacted.

No. 19. The usual charge for storage on merchandise is as follows : 25 cents per month for a hogshead of tobacco ; 20 cents do. for a hogshead of sugar, wine, &c. ; 10 cents do. for a bale of cotton, box of sugar, &c. ; $6\frac{1}{4}$ cents do. for a barrel of flour ; 8 cents do. for a barrel of salt provisions ; 5 cents do. for a bag of coffee, cocoa, sugar, &c. ; and for drayage, at the rate of 35 to 60 cents per ton of 20 cwt. ; lighterage, from 4 to 6 dollars per 20 tons, according to the labor and description of the packages ; labor, at the rate of $12\frac{1}{2}$ cents per hour, or one cent per barrel of flour ; $12\frac{1}{2}$ cents per hogshead of tobacco ; 4 cents per box of sugar, and bale of cotton.

No. 20. The engines in Spanish steam vessels are usually made in England, and vary from 60 to 350 horse-power ; but I am not able to reply to the inquiries made as to cost, kind, &c., since there are no Spanish steamers that hail from Gibraltar.

No. 21. The fuel used in such vessels is coal, imported at the different seaports of Spain and at Gibraltar direct from England, and consists chiefly of Cardiff and New Castle, Welsh and Scotch coal. The Cardiff and New Castle coals are most preferred, and cost, afloat, from about

\$6 to \$7 per ton, and from the shore, deliverable in lighters alongside of vessel, \$8 to \$9 per ton, according to the demand and other circumstances.

No. 22. The general navigation and commerce of Gibraltar is decreasing, as the Mediterranean and Levant markets, which used to provide their wants in a great measure from Gibraltar importations, for East and West Indian and American produce, now import direct from the places of growth; so that the imports of merchandise to Gibraltar are nothing compared to former years, when it was a great depot for all foreign produce, and it also chiefly supplied the Spanish markets; but a reformation in the Spanish tariff and revenue laws has also interrupted, very materially, the direct trade hitherto carried on with that country as well as Portugal.

No. 23. The navigation and commerce of the United States with Gibraltar is decreasing yearly from the same causes as stated above.

No. 24. Gibraltar being a fortress, and a place of no productions of its own, is of little commercial importance, and I do not see that I could propose anything that could in any way tend to promote or increase American commerce and navigation with it.

No. 25. There is nothing that I can see that could be sent to the United States, to a greater extent than at present, to the advantage of the United States or Gibraltar. Gibraltar is no place of productions; hence, has to import everything for her own consumption as well as for export to foreign countries.

No. 26. Gibraltar does not offer any greater advantages to the merchants of the United States in the sending out of produce, merchandise, or any kind of articles, than other markets in Europe; indeed, it has been, of late years, a very insignificant market, and offers very little encouragement for any extensive operations.

No. 27. I do not see that American vessels could advantageously participate in any carrying trade direct from or to Gibraltar. The competition in the Mediterranean is great, and the Italian, French, Portuguse, Spanish, and other foreign countries, are able to sail their vessels cheaper. They use every economy, and are contented with small profits.

No. 28. Spanish and Italian boats are generally used by Gibraltar vessels; they are from 18 to 25 feet long, very wide, and answer as a substitute for launches, and are able to carry considerable weight in the way of provisions and cargo. They also answer for extending cables or small anchors. They cost from \$40 to \$80, and are considered very safe in rough and high seas. American built boats could not sell profitably at Gibraltar, as they are found to be too expensive, and the demand for boats generally is quite limited. I am not able to ascertain the number of boats that are employed by Gibraltar vessels.

No. 29. There are only two companies of packet or mail steamers which call at Gibraltar: the Peninsular and Oriental Company of London, and the French Company of "Messageries Nationales." The former holds an extensive contract with the British government for the conveyance of the mails to the Peninsula, Levant and India. The Peninsular line consists of four steamers, amounting in tonnage to 3,000 tons, and 1,200 horse-power. These steamers take their departure from Southampton on the 7th, 17th and 27th of every month, arrive at Gibraltar on or about the 5th, 15th and 25th of every month, calling into Vigo, off Oporto, into Lisbon and Cadiz, where they land and receive the mails outwards and homewards. Length of passage out and home, under ordinary circumstances, including stoppages, about 16 days. The Oriental line consists of four steamers, equal, together, to 5,100 tons, and 1,750 horse-power. They leave Southampton with the India mails for Gibraltar, Malta and Alexandria on the 4th and 20th of every month. Length of passage outwards and homewards, 15 days, including stoppages.

The French company has but one steamer, of about 300 tons and 150 horse-power, which leaves Marseilles on the 4th of every month for Lisbon, touching a few hours at Barcelona, Valencia, Carthagena, Malaga, Gibraltar and Cadiz, and reaches Lisbon on or about the 12th of every month, and in time to meet the British steam mail packets for the Brazils. Length of passage outwards and homewards about 17 days. I annex a Hand-Book of Information relating to the Peninsular and Oriental line of steamers.

No. 30. Insurance on vessels is generally effected in England, France, or Italy. There are no marine insurance companies formed at Gibraltar, but there is an agent in Gibraltar of a Spanish company at Madrid, who is authorized to take risks. Vessels are generally insured for three or six months; the premium is half per cent. per month, free of all kinds of average; three-fourths per cent. per month, with payment of average under the conditions of the two accompanying policies. The insurances are generally effected by the agent of the Spanish company at Madrid. The payments are made by the same agent, after receiving the competent authority from the directors in Madrid.

No. 31. I have not been able to obtain any very reliable information on this query. I am told, however, that in time of war Spanish merchantmen can obtain "letters of marque" to cruise and trade; that privateers can also be fitted out under regulations from the government, and that prizes are disposed of according to law.

No. 32. Some items of the above information have been obtained from the port authorities and foreign consulates in this fortress.

No. 33. I can offer no information of use in reply to this query.

No. 34. There is very little information to be derived in Gibraltar on the subject of Spanish navigation or shipping.

CAPE TOWN.

GIDEON S. HOLMES, *Consul*.

APRIL 19, 1854.

I have the honor, herewith, to reply to your Circular Instructions to Consuls dated Washington, October 8, 1853.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 1. The legal rules in this colony for ascertaining the tonnage of vessels are the same as in England and throughout the British possessions abroad.

No. 2. A certificate of British registry, on parchment, issued from the custom-house of the port to which the vessel belongs.

No. 3. *Vide* reply to No. 2.

No. 4. All vessels entitled to British registry must be solely owned by British subjects.

No. 5. There is no British law to prevent colonial British subjects owning foreign built vessels; but such vessels are not admitted as British vessels until registered at the custom-house.—(*Vide* reply to Nos. 2 and 4.) There is no distinction as to the country in which the vessel is built, but only as to ownership.

No. 6. Only one vessel, of 18 tons, was built in this colony in 1852.

No. 7. The wood in general use in the colony for timbers is the Cape oak; top, sides, and bends, stinkwood and teak; the former the growth of this colony, principally from the river Kuysna, in the district of George, and along the coast of that district; the latter (teak) from India. For planking and decks, Canadian and Swedish timber. Duty, when imported, on mahogany, rose, and teak woods, 3*d.* stg. per cubic foot, and all other foreign wood, 2*d.* stg. per cubic foot. The price of stinkwood, 4*s.* 6*d.* to 6*s.*; teak, 3*s.*; Canadian and Swedish, from 3*s.* 6*d.* to 4*s.* 6*d.* per cubic foot. But little American timber has ever been imported, except white oak, in small quantities, for boats' gunwales, imported by myself a few years since. The quality of the stinkwood good; very tough when properly seasoned, and capable of polish, so that, before our trade became so general with the States, it was used for chairs and other furniture.

No. 8. For spars, Canadian yellow and red pine, Riga, and Swedish. I have on several occasions imported pitch pine spars and large lower masts, together with spruce, for yards, and would do so to a much greater extent, but the vessels employed in the Cape trade are not provided with a bow port, and it not being advisable to ship them on deck, except in small quantities and of the smaller dimensions; the price is governed by demand and scarcity of the article. Two lower masts that I imported recently, 26 inches in diameter, realized £90 each. During the demand for tonnage, in consequence of the gold discovery in Australia, almost any price would have been given for spars; but one entire cargo imported into this colony and forced into the market would not remunerate the shipper. Duty on all foreign spars, 2*d.* per cubic foot.

No. 9. Fastenings are copper and iron; the price of former, 1*s.* 6*d.* to 2*s.*; the latter, 8*d.* to 1*s.* per pound; but both being imported, and demand limited, price fluctuates and is governed entirely by the demand.

No. 10. Copper and metal are used for sheathing, obtained from England, from 1*s.* 4*d.* to 1*s.* 6*d.* per pound; but the price is governed by the demand and scarcity of the article.

No. 11. No means are used for seasoning timber different from that adopted in the States.

Nos. 12 and 13. No public or private depositories for timber within the colony. There is a dock yard at Simon's Bay, but exclusively for the benefit of British men-of-war. Very little timber is kept on hand. Timber is principally procured from shipwrights.

No. 14. Same material used in caulking as used in the States. Oakum, principally from England, 27*s.* to 30*s.* per cwt.; pitch, from Sweden, 30*s.* to 35*s.* per cask. A small shipment of the latter recently imported by myself from the States realized 20*s.* per barrel, ours not being so large, and the article not considered equal in quality.

No. 15. *Rigging*.—English and Russian hemp, and Manilla; the former, 50*s.* to 60*s.* per cwt.; the latter, from 70*s.* to 80*s.*, governed by demand and scarcity of the article.

No. 16. *Sails* —(Hemp) canvas is generally used, imported from Great Britain and made here. I have imported, on several occasions within the last 19 years, cotton canvas in small quantities, but invariably lost money by the operation. Recently, three schooners, with entire suits of cotton canvas sails, have been sold here, and, so far as I have heard, are liked, which may have a tendency to counteract the prejudice.

No. 17. No peculiarity of rig in vessels.

No. 18. Anchors and chains of same quality and kind as used in the States, procured from England. Blocks, &c., in use are the common bushed and wooden pin.

No. 19. No peculiarities in model of vessels, otherwise than being a half century behind the age.

Nos. 20, 21, and 22. The few vessels built are considered safe, but for speed far behind the age; their carrying properties not different from ours.

No. 23. Colonial built vessels, with ordinary repairs, generally last from twenty to twenty-five years.

Nos. 24 and 25. Shipwrights' wages are at present 7s. 6d. per day—English, Dutch, and Africans, or natives.

No. 26. No private or public extensive ship yards.

Nos. 27 and 28. There are no docks, private or public. There is a dock company being formed in England, and if the war in Europe does not interfere, we hope before long to report a splendid dock in Table Bay, and a slip in Simon's Bay, which is much needed in this central position. I would here remark, that if articles required for the repairs of a vessel are not to be obtained from shipwrights or otherwise, upon special application by the captain and agent, signed by two or three merchants, stating the fact that none are to be obtained, the government allow the articles required to be supplied from the dock yard; no difference in the charge made between English and foreign vessels.

No. 29. There are no marine railways.

No. 30. No peculiarities in the stocks, &c.

No. 31. The tools and implements used are very ordinary.

No. 32. White oak, pitch pine, plank and timber in general, but in small quantities, for the climate rents or splits all foreign timber except teak. For duties, *vide* answer No. 7.

No. 33. No materials or articles so used could be advantageously exported from this to the United States.

No. 34. The charge for building small craft per ton is £12 to £15; price of boats, 25s. to 40s. per running foot, governed by width.

No. 35. The class of American built vessels adapted for this coast are schooners from 90 to 150 tons each. Those that have been purchased by parties who have gone from this to America have been large carriers. The first introduced here I had built at Marblehead, but she was too sharp, and was not liked so well, although the fastest out of the Cape. Vessels intended for sale should be provided with large cabin accommodations.

No. 36. *Vide* remarks at close of Queries No. III.

No. 37. I will, by the first opportunity, procure the Cape of Good Hope Almanac and Annual Register for 1852, 1853, and 1854; also a copy of the Blue Book for 1853, which will soon be issued. The first Cape Parliament will sit in June or July next.

No. 38. Neither increase nor decrease in ship building.

No. 39. By many a decided preference is given to American improvement in ship building; but as yet the class of vessel generally termed fair sailer and large carrier has the preference over what we term the clipper built.

No. 40. Replied to in the several answers in this series.

QUERIES No. II.

Sailors in merchant service.

No. 1. The number of seamen employed in the navigation of the vessels registered in and belonging to this colony in 1852 was 442. No notice is taken of the different nations they belong to.

No. 2. There is no particular number of seamen prescribed by law. British vessels in this

colony, and in all other parts of the British dominions, are manned with a greater number of men than ours—from experience, I should say all of one-fourth in number—but not more efficient. Our mode of rigging, and the general attention to blocks, give the American ship all the advantage in manual labor, especially since the almost universal introduction of the patent roller block in our vessels.

No. 3. Pilots are not employed by vessels entering Table Bay, nor generally at any other ports of the colony; but pilots are licensed at Simon's Bay and some of the outports, and are employed at the discretion of the ship master.

No. 4. Supercargoes are not employed except in very few instances, when they have been employed on foreign voyages.

No. 5. There is no local law as to merchant seamen, but the provisions of the imperial merchant seamen's act, 7 and 8 Vic., chap. 112, and subsequent amendment acts, are enforced here as regards British vessels. The whole code relating to this subject is now being revised and consolidated by the British Parliament.

No. 6. The Somerset hospital is open to seamen of all nations, and when sent there from vessels the charge is two shillings sterling per diem.

No. 7. The form of articles is according to the British seamen's act. *Vide* answer No. 5 of this series.

No. 8. There are but very few colonial or African seamen. British sailors, when discharged from their former ships, are free to enter into foreign merchant ships. There is no imperial or local law restricting their choice.

No. 9. I never knew of but one African shipping on board of a vessel not belonging to or sailing out of the colony, and that was on board an American vessel.

No. 10. No colonial law regulating rations on board of vessels; but for this, as well as for offences by which wages are forfeited, provision has been made by the imperial government.

No. 11. No colonial act regulating provision of medicine, &c. Advances are usually made.

No. 12. No; except there be a mutual agreement to that effect inserted on the ship's articles.

No. 13. Punishment by confinement in irons, regulated by the imperial government.

No. 14. Colonial seamen do not increase in number. No other reason can be assigned than that of fondness for their home.

No. 15. More native seamen from Cape Town than from all parts of the colony, and those mostly from the lower classes. No apprentice system; no fisheries, except those in the bays. Two of the schooners purchased from the States have been engaged in the whaling business, but only in and about the bays of the colony. No particular provision for boys. Many of the Malay population, men and boys, are engaged in small boats fishing for the supply of Cape Town and the Mauritius market. No apprentices to pilots.

No. 16. No colonial naval service.

No. 17. All persons are exempt from civil and military duties. The taxes throughout this colony are very light. A road rate of from $\frac{1}{2}d.$ to $1d.$ in the pound on immovable property, and in the city, regulated by municipal authority. In addition to the government road rate, as above, a municipal rate on landed property of from $\frac{1}{2}d.$ to $\frac{3}{4}d.$ in the pound sterling.

No. 18. No.

No. 19. Yes.

No. 20. Few natives of this colony become seafaring men.

No. 21. The books used by seamen on navigation are English works, principally “Norrie’s Navigator.” The implements used in navigation are similar to those used in the United States; all procured from England.

No. 22. *Vide* remarks at close of Series No. III.

No. 23. No books published, except those alluded to in Queries No. I, answer 27.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

Nos. 1, 2, 3, and 5. The number and tonnage of vessels registered in this colony in 1852 were as follows, viz:

Cape Town, 43 vessels, 5,290 tons; Port Elizabeth, 6 vessels, 681 tons.

In further reply to query No. 1, and also to queries Nos. 2, 3, 4 and 5, there is no return prepared at the custom-house showing the distinctive country of the ships, the headings merely distinguishing “British” from “foreign” ships, from and to each country. There is no internal navigation.

No. 4. Number and tonnage of American vessels touching, &c., at Table Bay in 1852: Only touched at Table Bay, 18 vessels, of 7,111 tons; brought cargoes from United States, but not regular traders, 10 vessels, of 3,963 tons; brought a cargo and vessel sold here, 1 vessel of 95 tons; brought a cargo but vessel lost entering the bay, 1 vessel of 214 tons.

The two regular traders, barques “Springbok” and “Ocean Wave,” of Boston, made two voyages each in 1853. Total tonnage, 1,263.

No. 6. *Vide* return of colonial vessels in 1852, (C 1.)

No. 7. The chief foreign trade is with China, United States, and Brazils. It is impossible to give anything definite respecting the time occupied on the voyage and the rates of freight, which fluctuate according to the demand, and that demand increased or decreased according to the amount of tonnage touching at the port of Cape Town seeking freight. The “Springbok,” of Boston, makes the voyage around from this to Boston, and back, within four months, and has accomplished the voyage in 109 days; but of the few English vessels that have gone the route, I have never known one to do it in less than six months.

No. 8. The chief coasting trade is between this port and Breede river, Plettenberg Bay, Kuysna river, Mossel Bay, Algoa Bay, and Port Natal, on the east coast. A small trade has been carried on lately on the west coast to Hondeklip Bay, and, if the newly discovered copper mines prove remunerative, it will increase.

No. 9. The internal trade of the colony is large, but almost exclusively through the medium of the bullock wagon.

Nos. 10, 11, and 12. There are no port or harbor dues of any description charged on foreign ships entering inwards or clearing outwards at any of the ports of this colony. There are no higher custom duties charged at the Cape upon goods when imported in foreign ships than are charged when the like goods are imported in British ships. Hence, it will be seen that, in the import and export trade of this colony, foreign ships are placed upon an equality with British shipping. Foreign vessels, however, are not admitted to the coasting trade of this colony, but the imperial legislature has given power to the local legislature to permit, if they shall see fit, foreign vessels to partake also of the colonial coasting trade. There are, at present, some differential duties in respect of goods the produce of British and foreign countries; but, upon

the next revision by the local legislature of the Cape of the tariff of custom duties, her Majesty has been pleased to direct that all such differential duties shall be abolished. The duty on many articles from foreign countries at present is 12 per cent. *ad valorem*, while on British only 5 per cent. On flour there is a specific duty of 3*s.* sterling per barrel, if imported direct; but if *via* England, 5 per cent. *ad valorem*. When all these differential duties are done away, it will give the direct importer a great advantage.

No. 13. Pilots, &c.—*Vide* Queries No. II, answer No. 3.

No. 14. You have a copy of the port regulations, herewith, marked B 2. The same applies to all the ports. I beg also to enclose a few copies of circulars I had printed, marked B 3, showing the scale of sizes of anchors and cables, approved of by the committee at Lloyd's.

Nos. 15 and 16. *Hospital*.—*Vide* Queries No. II, No. 6. Seamen belonging to American vessels are admitted into Somerset hospital upon a request from myself. The medical and surgical attention is good.

No. 17. The port regulations you have herewith, and also the tariff of wharfage and cramage dues at this port and Simon's Bay, (B 4.) There is no wharfage fee at the other ports. Port Natal is regulated by its own government. I have not had opportunity to receive information from that port.

No. 18. No passports are required by passengers on landing, neither are they subject to inspection of their baggage.

No. 19. The charge for truckage has been 1*s.* per load of 2,000 pounds, but recently it has been raised to 1*s.* 3*d.* Storage on goods in merchants' stores, at this port, generally 1 per cent. on gross sales; at Port Elizabeth, 1½ per cent. The tariff on goods bonded at the Queen's warehouse is as follows: On a butt or puncheon, per week, 3*d.* storage; hogshead or half pipe, 1½*d.*; smaller casks, ¾*d.*; sugar or rice, per ton, 1*s.* 3*d.*; heavy goods, not specified, per ton, 1*s.* All other articles requiring one cubic foot, 1*d.*; requiring two cubic feet, 2*d.* All other goods, not herein provided for, to be charged proportionally. Any broken packages to be charged at — per week. The rent to commence from the date of the first amount of goods being received, and to be charged up to the date of final delivery. I hope to see this tariff altered when the first colonial parliament meets. This port being a central position, my argument has always been, that every charge should be as low as possible, to induce vessels to touch.

No. 20. There are colonial steam mills of British manufacture, but no colonial steam vessels.

No. 21. Bituminous coal is generally used, obtained from England. Before the high rates of freight, it could generally be purchased at from 36*s.* to 45*s.* per ton. It is now obtainable at from 55*s.* to 65*s.* The price rises and falls according to the demand. For the cause, &c., I beg to refer you to my despatch to the Navy Department, dated November 17, 1853.

No. 22. The commerce and navigation of this colony are increasing, because of its central position.

No. 23. It is increasing yearly with the United States; cause, American articles become better known, especially agricultural improvements, principally at this port and Algoa Bay.

Nos. 24 and 25. The great hindrance to an increase of trade between this colony and the States is the high rate of duty on wool in the States. This is the great article of export in this colony; large shipments are made to England as a remittance, and this gives the English importer of British goods the decided advantage over the American importer, owing to the fact that he can export a valuable article as a remittance, while the American importer must confine his remittance to hides and skins, more bulky and less valuable, and is frequently obliged to resort to bills on England, and thereby submit to a loss in exchange. The tariff of this colony

will be altered, as before alluded to. The feelings of the colonists generally towards the United States government are most cordial, and they desire to cultivate an increase of trade ; and were the duty on this one article reduced, I have no doubt but that in five years the trade would increase 100 per cent. When I first commenced this trade out of Boston, now nearly 20 years since, in the first homeward cargo, one article was 10,000 goat skins ; now, in connexion with a Boston firm, I send about 30,000 a year, and another firm has been doing the same, and we bring American produce to pay for all ; and if we could ship wool on equal footing with the English exporter, the trade would soon be increased.

No. 26. The articles principally imported into this colony from the States are tobacco, flour, staves, lumber, ploughs and other agricultural implements, pails, tubs, a varied assortment of Yankee notions, as also pork and hams ; but this last named article is not liked, owing to the peculiar mode of curing by salting hams in America.

No. 27. Foreign trade equally free to American vessels with British ; for instance, American vessels have equal advantages with British vessels in the trade between this and Port Natal, or the Mauritius ; but foreign vessels are not allowed to engage in the freight or passenger trade within the boundaries of the colony.

No. 28. The boats used for conveyance of cargo are from 5 to 12 tons each, all colonial built, and well adapted to the rough weather with which, at times, they have to contend. The only boat imported to this colony from the States has been the whale boat, which has been disposed of at remunerative prices.

No. 29. There is a regular communication by steam vessels belonging to the general Screw Steam Shipping Company, between this port and Port Natal, touching at the intermediate ports of Mossel Bay, Algoa Bay, and Buffalo or East London. Enclosed you have, marked C 2, a copy of the agreement entered into between the imperial government and the company, with reference to this line of mail. There is also regular steam communication by screw steamers belonging to the above company, of about 1,800 tons each, between this port and England, *via* St. Helena, Ascension, and St. Vincent ; also, between this port and India, *via* Mauritius, touching at Point de Galle, Madras, and Calcutta, on the Indian coast. The regular steam communication between England and Australia, *via* this port, has lately been abandoned ; but steam vessels from and to Australia occasionally call at this port ; many, however, return *via* Cape Horn.

No. 30. The two colonial marine insurance companies take risks on the blocks of vessels, either by the voyage or by time, when the ports are specified, but not otherwise. The rate of premium, on a good class vessel, is one per cent. per month ; this applies to colonial, English, and foreign. In case of loss, the insurance is recoverable six months after notice of such loss has been given. The offices here insure, only subject to general, not particular average.

No. 31. There is no colonial law on the subject.

No. 32. See remarks at the close of this series.

No. 33. The Almanacs and Blue Books before referred to, are the only publications conveying the information afforded.

No. 34. You will obtain the information requested in the books and pamphlets herewith, and to be forwarded per first direct conveyance. Many items of information have been kindly furnished me by the honorable collector of customs, and others by Messrs. Murray & Prince, shipwrights of this port. The remaining portion of the information in this despatch is chiefly the result of my own observation and experience.

ST. HELENA.

GEORGE W. KIMBALL, *Commercial Agent*.

JULY 12, 1854.

I have the honor to enclose the circular issued in October last, calling for information relative to the commercial intercourse of the United States with Great Britain, with replies to the several inquiries therein contained, in so far as they appertain to my consular district; also to enclose copies of the "Local Laws of St. Helena," and the "St. Helena Almanac or Register," for 1853, furnished me by the government, to which reference is made in the several replies to the queries. I take pleasure in acknowledging the ready and most free access to all sources of information, and the efficient aid which his excellency the governor has rendered me in my investigation, and would call your attention to the enclosed correspondence, marked A. I regret that I have not been able to forward this earlier, but have been prevented by pressure of duties, and not having received the paper until a few months since.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 1. There is no ship building in St. Helena. See British act of Parliament, 8 and 9 Victoria, chap. 89, sec. xvi. (a)

No. 2. See "Register," accompanying this.

No. 3. By "Bill of Sale," certified in the new Register.

No. 4. There are none.

No. 5. Yes.

Nos. 6 to 25. Not applicable to this consulate. No ship building here.

Nos. 26 to 30. None.

No. 31. Same as in the United States.

Nos. 32 to 34. None.

No. 35. No market for ships.

No. 36. From the archives of the government and custom-house; also from William Carrol, esq., and Messrs. Solomon & Moss, the oldest mercantile houses of the island.

Nos. 37 to 40. None.

QUERIES No. II.

Sailors in merchant service.

No. 1. There is no St. Helena merchant service. The number is very small, indeed, and varies according to the demand of passing vessels.—(See table B, annexed.)

Nos. 2 to 4. None.

No. 5. The English act of Parliament is in force.

No. 6. An excellent hospital receives sailors of all nations gratis, for which, and the maintenance of a jail, a charge of a penny (two cents) per registered ton is made on each vessel. On discharge, if a British subject, he can claim to be provided for, and sent away at the expense of the government; if foreign, they fall on their respective consulates. No infirm sailor is allowed to remain from a ship.

(a) See note, page 509.

No. 7. By discharge from different vessels, with the sanction of this government, and a few from the island. For British vessels, they are shipped before the collector; for foreign, before the respective consuls.

No. 8. As readily as the British, and more particularly American whale ships. It is not discouraged by law.

No. 9. No.

No. 10. Rations, forfeiture of wages, &c., same as in British "Shipping Articles."

No. 11. All required to carry medicine chests. Generally one month's advance.

No. 12. Only if taken to the United Kingdom, where they must be provided for, or returned.

No. 13. Fines.

No. 14. No perceptible alteration.

No. 15. The only primary employment is the constant use of boats in waiting on ships.

No. 16. See Regulations of the Royal Navy.

Nos. 17 and 18. No.

No. 19. Yes.

No. 20. They are equal to most sailors.

No. 21. Applies to the mercantile navy of Great Britain, and the information can be obtained in all English ports more easily than here.

No. 22. The same sources whence are derived the replies to the preceding queries.

No. 23. None.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. See table C, annexed; also the "St. Helena Almanac," page 144, accompanying this. There is no internal or coasting trade.

Nos. 2 and 3. Same as No. 1.

No. 4. See table D, annexed; also Almanac, page 144.

No. 5. See table E, annexed; also Almanac, page 144.

No. 6. None.

No. 7. With China and the East Indies, freights vary from three to nine pounds sterling per ton, and charter parties accordingly. See table F, annexed.

Nos. 8 and 9. None.

No. 10. There is no trade with the island.

No. 11. No distinction.

No. 12. Two cents per ton register of British and foreign shipping, for hospital, &c. (See reply to Queries II, question 6.) No light money. A small entrance and clearance fee, from ten to fifteen shillings sterling, (\$2 50 to \$3 75,) as she discharges, or not. (See Almanac, pages 60 and 61; also "Laws of St. Helena," pp. 322 and 330, accompanying this.)

No. 13. There are none.

No. 14. See "Laws of Saint Helena," page 295, and subsequent. No charge, except for boat to keep watch over a vessel in quarantine, for which such ship pays at the rate of fifteen shillings sterling (\$3 75) per day, and the same also per night. Can have no communication, yet can obtain water, and other supplies. No bill of health required, unless arriving from an infected port.

No. 15. Yes, a public hospital; admission is granted on application of the master, or agent,

(see reply to Queries II, question 6 ; also the Almanac, p. 75.) The building is situated in a healthy part of the town ; has been recently erected, and affords, at present, accommodation for forty male patients ; if necessary, additional wards can be fitted up. Wards for female patients are in a separate building. Inhabitants are received into hospital on the payment of one shilling, (twenty-five cents.) Merchant seamen, of all nations, are treated free of expense, in consideration of a tonnage duty paid by shipping. The number of seamen admitted in 1852 was 171 ; and in 1853, 212. The nationality of the inmates is not given in the statistics of the hospital. The hospital is under the charge of the colonial surgeon ; the rest of the establishment for male patients consisting of a dispenser, a ward-master, three orderlies, and a cook.

No. 16. They are.

No. 17. See Almanac, pp. 73 and 74 ; also p. 60.

No. 18. No passports and no restrictions. No duties. A simple wharfage on baggage. See Almanac, p. 60. .

No. 19. See "Laws of Saint Helena," page 325, for custom-house storage. Private store-room to be had at from £20 to £60 (\$100 to \$300) per annum. Drayage, about 50 to 75 cents per load.

Nos. 20 and 21. None.

No. 22. Slightly increasing, caused by the general increase of trade. This increase of trade has been chiefly to and from California and Australia.

No. 23. Increasing from the whale fishery, and from the California, China, and India trade.

No. 24. By making this island a depot for the United States navy, for the squadron on the coast of Africa, and for the United States vessels to and from China and the East Indies, it being directly in their track. The salubriousness of the climate, equal to any in the world ; the abundant supply of superior water, the noble anchorage, most safe at all seasons of the year ; the admirable hospital above referred to ; the supply of naval stores, readily obtained from the United States ; the general facilities offered by the colonial government, and the kindly feeling ever manifested towards the United States vessels visiting here, are inducements that are powerful in the adoption of this island as a naval depot. Could such be the case, by producing a regular demand for supplies, in addition to those required by the more than a thousand vessels of all flags that visit this island yearly, it would keep such quantities on hand as to reduce prices and thus induce a large increase of merchant vessels, and particularly American whale ships. These facilities clearly impressed Commodore Mayo, now commander-in-chief of the African squadron, on a recent visit to this island, as also Commodore Lavalette, on a former visit in the same command, with the importance of this island as a depot.

No. 25. Small quantities of wool, hides, and skins.

No. 26. All kinds of supplies, particularly naval stores.

No. 27. Such trade as referred to in the preceding reply, which is allowable. A modification of the laws has been made in behalf of American whale ships most favorable for the transshipment of oil, bone, and whaling stores, (see "Laws of Saint Helena," p. 340.) Also in privileges of the port without a payment a second time of customs fees, if touching within three months after once entering.

Nos. 28 to 30. None.

No. 31. Letters of marque have been refused, but merchant vessels may be armed for their own security only.

No. 32. The same sources as indicated in reply to question 36, of Queries No. I, and from the acting colonial surgeon of the hospital.

Nos. 33 and 34. None.

B.

Seamen in merchant service in foreign trade in 1852, touching at St. Helena.

Port or place.	Sail or steam	COUNTRY.										Total.
		Native.	Great Britain.	France.	United States.	Spain.	Holland.	Hamb'g.	Sweden.	Bremen.	Norway.	
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
Jamestown.....	Sail.....	Unknown.	8,758	1,172	1,272	175	2,584	267	237	68	42	14,575
Do.....	Steam.....		605									605
[Continued.]												
		Russia.	Prussia.	Denmark.	Austria.	Peru.	Genoa.	Sicily.	Naples.	Belgium	Unkn'n.	
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
Jamestown.....	Sail.....	60	50	61	23	20	18	16	15	14	1,012(a)	1,289
												16,469

(a) 661 of this number came in American vessels. The source of these statistics is the custom-house, where the seamen of each ship are simply classed as "of the country," and "not of the country."

C.

English sailing vessels in merchant service in 1852, in foreign trade.

Port or place.	Under 100 and over 50.											Under 200 and over 100.											Under 300 and over 200.											Under 400 and over 300.											Under 500 and over 400.											Under 600 and over 500.											Under 700 and over 600.											Under 800 and over 700.											Under 900 and over 800.											Under 1,000 and over 900.											Over 1,000 tons.											Total.	CLASSES OF SAIL VESSELS, NUMBER AND TONNAGE OF EACH CLASS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	Ships.											Barques.											Brigs.											Schooners.											Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.

D.

Sailing vessels in merchants' service of the United States in foreign trade, touching at St. Helena, in 1852.

Port or place.	Under 100 and over 50.	Under 200 and over 100.	Under 300 and over 200.	Under 400 and over 300.	Under 500 and over 400.	Under 600 and over 500.	Under 700 and over 600.	Under 800 and over 700.	Under 900 and over 800.	Under 1000 and over 900.	Over 1,000 tons.	Total.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Jamestown	1	7	26	19	12	9	10	6	1	1	7	99

D.—Continued.

Port or place.	CLASS OF VESSELS, NUMBER AND TONNAGE OF EACH CLASS.											
	Ships.		Barques.		Brigs.		Schooners.		Whalers.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Jamestown	46	21,414	18	6,092	2	433	2	275	31	7,572	99	35,786

E.

Foreign sailing vessels (other than English and American) in the foreign trade, touching at St. Helena, in 1852.

Port or place.	France.		Holland.		Sweden.		Spain.		Bremen.		Hamburg.		Denmark.		Russia.		Prussia.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Jamestown	88	26,144	123	80,242	20	7,113	11	4,602	5	1,604	17	6,514	4	1,461	5	2,017	4	2,197

E.—Continued.

Port or place.	Belgium.		Norway.		Sicily.		Portugal.		Austria.		Brazil.		Arabia.		Genoa.		Peru.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Jamestown	1	282	4	1,223	3	Unk'n	2	546	2	982	1	Unk'n	1	318	1	378	1	378	293	137,204

F.

Average number of days' passage from the under mentioned places to St. Helena during the years 1852 and 1853. (a)

Places.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Average.	
	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.
Algoa Bay.....	16	18	15	13					26	20	23	21		27	25	16				21		19	15	19	20	19
Ascension.....	21	5	5					21	11	5		15	14			25	5			17				25	8	16
Australia.....	94		70		71		79	70	90	87		88	74	74	102	94	93		79				85	83	83	102
Aden.....																102										
Batavia.....	69	67	56	71	77	72	75	53	63	80	74	68	88	68	75	67	69	60	54	60	54	49	61	63	67	6
Bombay.....	70	84	70	64	52	64	65	74	84	69	85	81	76	86	85	73	74	69	72	61	72	61	80	73	71	7
Bourbon.....	38	39	40	34	35	31	40	47		42	43	44		48	42	43	34	42	32			31	40	38	38	39
Brazils.....	37																								37	
Cape of Good Hope.....	13	12	11	11	12	13	14	11	15	14	13	15	15	14	12	14	11	8	11	12	13	10	11	15	12	12
Calcutta.....	85	75	76	66	64	64	72	70	85	81	85	79	59	86	92	77	97	83	83	92	84	77	89	77	80	77
Ceylon.....	86	68	65		71	73	75	79	66	83	73	70	74	77			71	67		57	78	60	77	58	75	68
China.....	87	75	94	78	70	74	71	70	83	88	78	86	89	102	91		102	98	107	80	95	96	78	85	87	84
Coast of Africa.....	10	13	12		12		14		19	13				9	10		11	9	10			12	14		12	11
England.....	73		67	78	68	93	73	85	74	70			66	77	79	66	28		73	56		73	84	80	68	75
Madras.....	76	74	85	56	56		60	70	91	64	82	98	70	89	83	86		78	78	71	74	75	75	72	75	75
Madeira.....	26							24												23						24
Mauritius.....	39	36	41	41	31	35	39	45	44	43	43	39	52	45	54	42	45	53	34	44	42	35	38	35	41	42
Manilla.....	104	73	81	96	77		79	90	105	31	98	89	102	85	109	88	85		122			98	136		99	88
Mozambique.....	29		54		49	38		51	62	32		38		92	60	70		28			49	44		50	49	49
Montevideo.....	84	75	73	88			89	102	85	87	87	90	93		41	90	100	76	68		98	83		116	88	78
Pinang.....	93	88	85			77	79	76	95			65		93		94	108	84	77		87			89	82	89
Pondicherry.....	78	63	70			68	69	78	79	105				74	81	101		70	55	66	75	58	76	80	72	76
Simon's Bay.....			11		9	13	10									19				17					10	16
Singapore.....	81	69	86	56		71		78			89	84	95	93	96		95	71	86	77	67		76	87	80	78
Sierra Leone.....			11						10																10	
Spain.....			40																						40	
St. Vincent.....				17									13	62											13	39
Sunatra.....										60			72	80	89	70	67	72	66						73	70
Teneriffe.....																	17								17	
Timor.....	89												61												61	89
United States.....	47						47					69										87			61	61
Akyab.....							79		80		87		94		84		105		90							88

(a) Originally compiled in order to fix the ships' rations.

NORTH AMERICA.

MONTREAL.

CANFIELD DORWIN, *Consul*.

DECEMBER 1, 1854.

I have now the pleasure of forwarding answers in reply to the Circular Despatch addressed to me, of October 8, 1853, together with the following statistical documents, viz: Pamphlet No. 6, By-Laws and Regulations, Trinity House, Montreal; Provincial Statutes of Laws, Lower Canada, 1853; No. 7, Trade and Navigation for 1851 and 1852; Nos. 8 and 9, and another, Customs Acts, No. 10, together with a set of charts of the Gulf and River St. Lawrence, and the lakes.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 1. The rule and mode of measurement are laid down in Canada Customs Act; diagram on second page, and explanation on pages 85, 86, and 87; this book was sent with despatch No. 8.

No. 2. Referred to Canada Customs Act, as above, page 10, clause 2d; page 15, clause 13; page 20, clause 27; and see note, page 20.

No. 3. Referred, as above, page 10, clause 2d.

No. 4. A foreigner cannot own and employ a British ship in foreign or internal trade as a British ship. See above book, page 69, 12 and 13 Vic. clause 29, page 70; clause 17, and page 71.

No. 5. Yes, provided they are registered anew. See above book, page 69.

No. 6. Referred to form A in foregoing.

No. 7. White oak, rock elm, for timbers and planking; tamarack and red pine for upper planking and inside and out; white pine for deck plank. Prices of timber in the yard: oak, 50 to 55 cents per cubic foot; elm, 37 to 40 cents; tamarack, 25 cents; red pine, 25 to 30 cents; white pine 16 cents—all per cubic foot. The lumber is obtained from the lumber establishments on the St. Lawrence and Ottawa rivers, and on the upper lakes, and not imported, except a small quantity of Georgia pine, which is sometimes used for beams and inside planking, and the duty upon it is $2\frac{1}{2}$ per cent. ad valorem. The quality of all the above timber is good.

No. 8. White pine is generally used for masts and spars, and is obtained as in No. 7; the large sizes are worth, at the yards, \$8 per inch, and the small ones, or spars, \$4 per inch, each, diameter.

No. 9. Iron and copper average 40 cents per lb.

No. 10. Iron, copper, and zinc sheathing is used, and obtained from England, and costs—say copper, 40 cents, and zinc, 14 cents.

No. 11. Cannot say what is used in the United States to preserve timber from rot; but salt, spirits of tar, and oil are used here.

No. 12. There are no public depositories of timber here.

No. 13. There are no private depositories of timber, except ordinary lumber yards, as they are called; and of these there are a number, and are carried on by private speculators who

purchase large quantities of all kinds of lumber during the summer season, and supply the demand of the consumers the year round ; some of those lumber merchants are connected with milling establishments on the St. Lawrence and Ottawa.

No. 14. Oakum, pitch, and tar. The English oakum is considered the best, on account of its superior quality. The Stockholm tar and the Irish tarred rope the best ; a considerable quantity of the above articles are used, which are also imported from the United States, and are obtained on account on their cheapness.

No. 15. Standing rigging, tar ; running rigging, tar and Manilla, best quality. The price of rigging is according to labor and quality.

No. 16. English, Russian, and American flax canvas, and American cotton canvas.

No. 17. The old-fashioned crafts here are square-rigged or square-sail, and run well before the wind, perhaps better than any other craft ; but as a general thing are not considered equal to the American sloop rig, and many are changing to the latter ; no vessels can ascend the current with a north wind or a head wind.

No. 18. English anchors and chain cables are reckoned decidedly preferable to American. It is exemplified in this way : An English chain cable must be cut with a cold chisel, in order to break it or sunder it ; whereas an American chain, they say, can be broken or sundered by the stroke of a hammer. Blocks are imported from England and the United States, and a few are manufactured here.

No. 19. No difference in the shape of rudders or mode of steering, except in some cases ; the American rudders are put on more skilfully or neatly, which, of course, causes them to be worked more easily.

No. 20. Can perceive no difference ; all depends upon the build.

No. 21. About the same, English or American.

No. 22. Can compare favorably with American vessels of the same build for speed.

No. 23. Fifteen or sixteen years.

No. 24. Principally native Canadians, with a few English and Scotch, and very rarely an American.

No. 25. Two or three dollars per day ; they generally apply for employment at the ship yards, and they generally live in the cities or environs thereof.

No. 26. There are two in Montreal one of five acres, and embracing a dry dock, worth from \$32,000 to \$35,000 ; and the other, fifteen acres, and embracing a marine railway, estimated to be worth \$160,000 ; there are some also in Canada West, but I do not know the extent or value.

No. 27. There is one, as described in answer to No. 26.

No. 28. All countries on the same terms as Canadian vessels.

No. 29. One in the city of Montreal, valued at \$16,000, and included in the estimate of the fifteen acre ship yard at \$160,000, in answer to No. 26. There are also three in Kingston,—one at Niagara, and one at Detroit river, Canada West ; the value of these I do not know.

No. 30. After making diligent research, I cannot find out any.

No. 31. Ditto.

No. 32. Red cedar, locust, live oak, Georgia pine, galvanized irons, and sometimes spikes and chains, &c., as well as pitch, tar, rosin, and oakum.

No. 33. All kinds of timber, except the above, but particularly white pine and tamarack.

No. 34. From \$36 to \$60 per ton.

No. 35. Some few small propellers might be disposed of here to advantage, but not sailing

vessels; these latter can be built cheaper here, and particularly in Quebec, where vessels can be built cheaper, perhaps, than in any quarter of the globe, owing to there being so much refuse timber, in consequence of the large shipments of prime timber; the former is extremely low, and, in addition to this, the laborers' wages, as well as shipwrights', are very low in the winter season, owing to the men not having their usual employment by the shipping and lumber business which is carried on during the summer season. The kind of propellers best adapted to pass through our canals on the St. Lawrence and Welland canals, and calculated to carry the greatest number of passengers, would advantageously be employed in transporting emigrants from Quebec to Chicago.

No. 36. From ship builders, public documents, and public functionaries.

No. 37. None, except the volume on trade and navigation and tariff act, forwarded with despatch No. 8, and some copies of charts of the gulf, river and lakes, taken by a survey by order of British admiralty; these charts can be purchased here of F. F. Mullins, ship chandler, for \$12.

No. 38. It has been gradually increasing for the last ten years, and is now on the increase, owing to the increase in trade, and a further extension is anticipated by the reciprocity treaty.

No. 39. There appears to be an interest in favor of United States ship building; and the only way that it will increase will be by the people here becoming more acquainted with it, by the increase of intercourse which is now anticipated in consequence of the reciprocity treaty.

No. 40. Referred to in general remarks.

QUERIES No. II.

Sailors in merchant service.

No. 1. See tables B. There are no statistics to ascertain the places of nativity, and I have placed them principally natives of the places from whence the vessels came, which, in the main, will be found to be correct.

No. 2. The inland vessels carry about three men per 100 tons, and the sea vessels from four to five per 100 tons. The sea going vessels have their captains and crews the same as the English or American merchant vessels, and the inland steamers as follows, taking one for a specimen: The "John Munn," running from Montreal to Quebec, a first class steamer, carries 50 to 55 men, and full complement 70 men. The boat's company consists of captain and purser; 1st, 2d, and 3d mates; 1st and 2d pilots, (latter constantly employed;) 1st, 2d, and 3d engineers, (large boats always carry three;) 12 firemen; 6 wheelmen; 3 cooks; 1st and 2d steward; 1st waiter; 16 waiters; 4 boots, and 16 crew, who are occasionally assisted by a portion of the above designated; the smaller steamers in proportion. There is no peculiarity from American steamers.

No. 3. Pilots are employed to take vessels in and out of port, and running to and from the Gulf of St. Lawrence, and never beyond. (See By-Laws, Trinity House, Montreal, No. 6.) The Canadian pilots are a very efficient and respectable set of men. (See extracts from statistics in general remarks.)

No. 4. Supercargoes are but very seldom employed.

No. 5. The English regulations govern the merchant foreign service of this port, captains of vessels generally carry a copy; none to be had here.

No. 6. No further provision than an excellent general hospital, free to all, and the sick of

all nations are admitted and taken care of; no other institution for infirm seamen in particular, but infirmaries of all descriptions for the public at large, which, of course, embrace seamen.

No. 7. The foreign ships generally engage their men for the trip out and in, the inland by the trip or season; the former have allowances of provisions, the latter are found or boarded and lodged. Sailors for foreign service are generally found in the boarding houses in the vicinity of the port.

No. 8. Canadian sailors, generally, do not seek foreign service, nor is there any law to prevent them from doing as they please about it; on the contrary, rather encouraged by the government.

No. 9. They are not usually employed in vessels trading to foreign ports.

No. 10. The merchant seamen, each man receives per diem $\frac{1}{2}$ oz. tea, $\frac{1}{2}$ oz. coffee, 2 oz. sugar, 2 oz. of either rice or barley or peas, 1 lb. biscuit, 1 lb. beef or pork; in harbor, 2 lbs. fresh meat, and 2 lbs. potatoes and other vegetables in addition, and sometimes molasses instead of sugar, in warm climates. No spirituous liquor allowed by the articles, nor wine, but on board of some it is given, optionally, however, with the captain; it is kept on all, and used medicinally. Wages, \$20 per month and found, which are forfeited for desertion or attempt to desert, or striking the captain or grossly abusing him, mutiny or inciting to mutiny, for which they are also amenable to the mutiny law; and after refusal to perform his duty, if not required by the captain subsequently to do any further duty during that voyage, his wages are forfeited.

No. 11. No provincial enactment for any provision for seamen in the merchant service; the practice followed is the English, viz: Engagement for the trip, or out and back, or for a term of months, according to length of voyage and agreement; no clothing; a medicine chest is kept on board of each vessel with an instruction book to dispense the medicines by, which duty is performed by the captain when there is no physician on board. Advances for two, three, or four months are made, according to length of voyage.

No. 12. No provision made.

No. 13. The ocean seamen are governed by English laws on navigation, and inland sailors by the civil law.

No. 14. The number of Canadian sailors increases with the increase of trade.

No. 15. The nursery for Canadian sailors is chiefly in Quebec and the parishes situated on the borders of the St. Lawrence, principally below Quebec; for those sailing from Montreal to the Gulf and those who ascend to the lakes are about $\frac{3}{4}$ English, Irish, Scotch, and American descendants, and the other $\frac{1}{4}$ French Canadians. The pilots have regular apprentices, and are quite a distinct set of men from sailors; they are chiefly, or almost exclusively, French Canadians, and are a class of men to be relied upon. See pamphlet No. 6, accompanied herewith, and are licensed.

No. 16. What is understood to be naval service here is what the British navy or men-of-war, or the provincial navy do; the latter is that which exists in this country and is nearly abolished at present, and there is, of course, no inducement held out for persons to enter it.

No. 17. Sailors of the internal trade are not exempt from military conscription, but, from the ordinary service in time of peace, those in foreign trade are exempt from all.

No. 18. The merchant seamen are not liable to conscription, but are to impressment; the latter is law, but is not practiced.

No. 19. They can, to the extent of one-fourth of the crew, but not beyond, except in certain cases; see Tariff Customs Acts, &c., No. 7, accompanied herewith, page 69, 16 and 17 Vict.,

C. 29 ; this law is superseded by an imperial act which came in force in October, 1853, which allows captains and crew to be foreigners, as exemplified in the following, viz : A small circumstance worthy of note in corroboration, that foreign vessels can become British, and that British vessels can be manned by foreign seamen. In October, 1853, two Russian ships entered Quebec with Russian colors flying. they were sold to British subjects, hoisted British colors, and, commanded and manned by the same commander and crew, proceeded to England.

No. 20. The officers in the merchant service in foreign trade are men of first rate abilities, the Gulf requiring it, but the men navigating the inland waters do not require so much nautical skill, except the commanders on the lakes who require some nautical skill, and they use compasses ; the inland sailors are smart men, but have not much nautical skill.

No. 21. The system of the Canadian merchant service is the same as the British, and they use the same instruments, which are those enumerated in this question ; the internal navigation use no instruments, except some who have compasses, the navigation of the rivers not requiring them ; those, however, who navigate the Gulf of St. Lawrence and the lakes use compasses, and some few other instruments. I cannot suggest any improvement for the United States service.

No. 22. From ship builders, persons in the trade of ships' articles, public functionaries, and the laws upon those subjects.

No. 23. The favorite author with the merchant service is Norrie ; captains of vessels generally have it, but no copies to be had here ; there are no publications in Canada on naval tactics or navigation ; there are charts of the rivers and lakes, taken by order of the British Admiralty, and can be had here of F. F. Mullins, ship chandler, at a cost of about twelve dollars. There is a school either established or about to be established at Quebec for the instruction of naval tactics and navigation, which is the first of its kind ever established in Canada.

QUERIES NO. III.

Shipping, navigation, tonnage, &c.

Nos. 1 to 6. See tables C, annexed.

No. 7. Herewith will be found a volume on trade and navigation, which will give the general imports and exports of Canada for 1852 ; and the following table will show the particulars of arrivals and departures of vessels and their cargoes at the port of Montreal ; and for tonnage, description of vessels, and numbers of tons, see tables C, annexed.

* * * * *

The above named vessels cleared, with a few exceptions, to the places from whence they sailed, and, usually, in the same month that they arrived, with cargoes of pot and pearl ashes, flour, and grain.

Freights from Canada to Great Britain.—Ashes, \$4 to \$6 per ton ; flour, 60 cents to 90 cents per barrel ; grain, \$1 40 to \$2 per qr., 8 bushels ; timber, \$5 to \$8 per load, 50 feet ; staves, \$48 to \$64 per mille, or 1,200 pieces.

No. 8. The coasting trade is embraced in the above table with foreign trade.

No. 9. The chief internal trade is in transporting goods or merchandise from Montreal to the several ports in Upper Canada or Canada West, and transporting produce or lumber from those places to Montreal.

No. 10. Foreign vessels can participate in all kinds of trade on the same footing of Canadian vessels, but cannot coast.—(See Canadian Customs Acts, page 66, clause 163 ; and clause 183, page 67.)

No. 11. After making diligent research none can be found.

No. 12. An act of L. C. 6, Wm. IV, C. 4—35, imposes a duty of 1*d.*, or 2 cents, per ton on all vessels entering the ports of Quebec and Montreal, for defraying the expenses of hospitals, &c.; and, by P. act 16 Vic., C. 166, vessels of 200 tons and under, *belonging to the province* and trading between any port within the province or British North American provinces, shall be exempt from the payment of 1*d.* per ton duty; and by P. Act 16, Vic., Cap. 86, a tax for indigent emigrants, imposes a tax on all emigrants: adults, 5*s.* = \$1 per head; from 1 to 14 years, 75 cents per head; and emigrants not enregistering their names with certain commissioners in the port of embarkation pay 50 cents in addition to the dollar. The other dues are ordinary ones, embraced under the head of wharfages and pilotage, as per table of tariff forwarded with despatch No. 8, as well as No. 6 (Trinity By-Laws) on pilotage, accompanied herewith.

No. 13. See pamphlet No. 6, accompanied herewith. The pilots are good, and can be depended on.

No. 14. There are no quarantine regulations for this port; they are confined to the port of Quebec, but the law respecting emigrants both at this port and that of Quebec is very stringent on captains of vessels, as per P. Act 16 Vic., C. 86, and referred thereto, volume accompanied herewith.

No. 15. There are no marine, but there is a general hospital for all nations, which is well attended by efficient medical men, and admission obtained by application of the captain. No fees or charges, and attention and treatment good.

No. 16. Answered in last reply.

No. 17. For mooring, see pamphlet No. 6, accompanied herewith—By-Laws Trinity House; and for wharfage, &c., see tariff by harbor commissioners, sent you with despatch No. 8.

No. 18. Answered in last. No passports or fees required.

No. 19. Rates of commission, storage, &c., recommended for general adoption, and allowed by the Montreal Board of Trade, when no agreement subsists to the contrary, revised and amended at a meeting of the Board the 3d August, 1843, are annexed.

No. 20. The engines generally used in steamboats, in Canada, are the low-pressure beam engines, varying from twenty-five to two hundred and fifty horse power, those of seventy-five horse power being the size mostly used; the above kinds are manufactured in Montreal and cost about \$160 the horse power; there are some of the high-pressure kind imported from the United States, and the duty is 12½ per cent. thereon.

No. 21. Fire-wood is generally used for fuel for steamers. The boats running to Upper Canada use wood exclusively, and those running to Quebec both wood and coal; none are allowed to burn wood in ports on account of the danger of fire from the sparks. English coals are reckoned the best, and coals are better than wood for speed, in consequence of their giving more intense heat. Coals are worth \$7 per chaldron, and wood an average of \$2 50 a cord at the country depots, although it is \$6 a cord in the city.

No. 22. The general navigation and commerce is increasing, in consequence of the natural increase of population, as well as the great addition of emigration, and a still greater trade is anticipated when the reciprocity treaty comes into effect.

No. 23. The navigation and commerce between the Canadas and the United States is increasing inland, and has shown some increase by sea this season; but much is anticipated when the

reciprocity treaty comes into operation; for further information, see remarks No. 34 of this series.

No. 24. The reciprocity treaty, no doubt, is the greatest measure that has ever been entered into between the two countries to strengthen the bonds of friendship and increase the commercial intercourse between the two countries; and another measure which is now pending before the provincial legislature of this province, which will probably pass into a law in a few days, I mean the abolishment of feudal or seigniorial tenure of lands, which relic of French laws has long been obnoxious to Lower Canada, and has retarded its advancement equal to an hundred years, which, when accomplished, will have a tendency to American emigration and Americanize the colony. But it appears to me that there is another measure which would greatly facilitate trade and be of mutual advantage to both countries, and would have an additional tendency to friendly intercourse, I mean the coasting trade, which, I understand, is not permitted under the reciprocity treaty to be carried on by foreign vessels; this measure, it appears, is considered to be detrimental to the commercial interest of both countries, but more particularly against the interest of the United States.

No. 25. Lumber, coals, and ores; the latter from the lower provinces. Hemp might be grown in Canada to good advantage, as the soil is well adapted to it, and exported to the United States to the mutual advantage of both countries; also agricultural products and horses.

No. 26. Refer to import and export list accompanied, despatch No. 8, and book on trade and navigation, and, in addition, I will mention particularly cotton fabrics and hardware, which articles are beginning to compete with British manufactures; some articles of lumber would answer very well also, such as mentioned in answer to No. 32, first queries.

No. 27. Referred to answer 24, which relates to the carrying trade; this branch of trade would be of vast importance to the shipping interest of the United States, and might, in my opinion, be repealed, either by treaty with the imperial government or by negotiation with the provincial government; the latter, perhaps, might be considered the more appropriate for the reason that there appears to be a desire on the part of the imperial government not to interfere more than possible with the local interests of Canada; therefore, if some concession could be made to the Canadian interests, such as opening the state canals to Canadian navigation, it might be considered an equivalent, together with the coasting by Canadian vessels on the American waters, Lake Champlain, and the ports on the American lakes. I am given to understand that there would not be any necessity for any further imperial legislation in the matter.

No. 28. I am of opinion that ships' boats of American build could not find a ready sale, for the reason that sea going vessels are generally provided with boats from England, and those ships built here can get their boats built cheaper than they could be built in and transported from the United States.

No. 29. There are three lines of ocean steamers being established between Canada and England. The first called the "Canadian Steam Navigation Company," and carries the mail; they have had three boats and have made a few trips; two of the boats, however, have been chartered by the British government, and the other boat is at Portland and will return to England. This line is to run between Montreal and Liverpool in the summer, and between Portland and Liverpool in winter, and is connected with the "Grand Trunk railroad." The next line is called the "Canadian Ocean Steam Navigation Company," and have but one steamer yet, called "The Canadian," and are making preparations to build others. The third

company is to be called the "Montreal Steam Navigation Company;" they are building two boats, and the application for charter is now before the Provincial Parliament.

There are a host of small and large steamers plying to Canada West, and coasting inland from Montreal to the west; these vessels have not been in the custom of entering and clearing on their arrival and departure from this port; it is, therefore, difficult to give a correct account of them, but I will endeavor to give you what information I have collected from the forwarding merchants, as follows: * * * * *

No. 30. Probably the half of imports from Great Britain, West Indies, and Mediterranean, with the whole importation from China, is insured with United States companies, I may say almost exclusively in New York. The ordinary mode is by open policy, on vessel or vessels at and from port or ports, place or places. In case of partial or total loss, claims are preferred, supported by evidence to the parent offices, and when adjusted, settled by drafts of the agent here at thirty days date; policies being issued in the United States are governed by New York and Boston usages, which, however, do not differ from London principles of marine insurance.

The provincial marine insurance companies use the following mode and ask the following rates, viz: To effect an insurance on the hulls of vessels, a printed application is filled up by applicant stating age, class, master, and intended voyage, the rate is then determined by the underwriter, according to the season of the year:

From Great Britain to the St. Lawrence, sailing before April 10, 3 to $3\frac{1}{2}$ per cent.; from April 10 to May 1, $2\frac{1}{2}$ per cent.; after May 1, 2 to $1\frac{3}{4}$ per cent: Rates on merchandise with particular average.

From St. Lawrence to Great Britain: From May 1 to August 31, $1\frac{1}{2}$ to $1\frac{3}{4}$ per cent.; from September 1 to 10, $1\frac{3}{4}$ to 2 per cent.; from September 10 to October 1, $2\frac{1}{2}$ to $3\frac{1}{2}$ per cent.; from October 1 to 15, $3\frac{1}{2}$ to 4 per cent.; from October 15 to 31, 4 to 5 per cent.; from November 1 to 10, 5 to 6 per cent.; from November 10 to 15, 7 to 8 per cent.

Canadian steamers to the St. Lawrence: Summer rates, \$4; after October 1, \$6; winter rates to Portland, after October 1, \$6.

Insurances are effected generally at Lloyd's, and by provincial companies, under act of Parliament. The "Sun," "Mercantile," and "Astor," of New York, underwrite largely here. The provincial offices underwrite on the same terms and settlements, and according to Lloyd's, London.

No. 31. Vessels are allowed to be armed to a certain extent, for the purpose of defence against ordinary attacks of aggression in times of peace, but not to carry large guns, as a man-of-war; but it is permitted that a large gun or two, for the purposes of salutes or warnings, may be carried by merchant vessels. In time of war or privateering, vessels are fitted out, or letters of marque given to provincial vessels, that right being reserved by the crown and imperial government.

No. 32. The information above has been obtained from public documents and functionaries, from statistics, ship builders, ship chandlers, merchants, lawyers, customs department, together with my own experience and personal knowledge of the customs and trade of the country, &c.

No. 33. The only reports and publications upon the above subjects have been forwarded with No. 8. The trade and navigation statistics and the customs, tariff, &c., &c.

No. 34. It is worthy of remark, that United States vessels have had privileges granted them that no other nation has received, that is, they have been permitted by special authority to ascend the navigable waters beyond the city of Montreal, which no other nation has had, and

also been permitted to ascend to Montreal without a special license, which has not been allowed to vessels of other nations. I would also remark here that, although I have stated that United States vessels were subject to the same dues as Canadian vessels, still you will observe by the law in customs book, that they are allowed to enter upon the same dues payable by British vessels entering the harbors of the United States, from whence such goods shall have been imported.

You will please to observe by the following statistical tables, that the trade of this port has been gradually increasing for the last ten years, with the exception of the falling off in the years 1848 and 1849, which was caused by the imperial government passing the free trade act, by which the protection of Canadian products was taken off; and the falling off in 1851 and 1852 was caused by the obstruction incident to the operations of the deepening of the Lake St. Peters.

The following, taken from the books of the Montreal Trinity House, shows the number of vessels and their tonnage, from sea, at the port of Montreal, up to the 18th of November, for the following years, viz:

Years.	Vessels.	Tonnage.
1845.....	199	51,093
1846.....	217	55,658
1847.....	221	63,508
1848.....	164	42,157
1849.....	165	37,782
1850.....	218	58,785
1851.....	271	46,767
1852.....	185	44,877
1853.....	240	59,279
1854.....	254	70,892

HALIFAX.

R. W. FRASER, *Consul*.

JANUARY 3, 1854.

Answers to queries of Circular to Consuls of October 8, 1853.

QUERIES No. I.

Ship building, &c.

No. 7. For bottom, beech, birch, and the other hard woods of the country; for tops, spruce, oak, and haematack; for decks, usually pine and spruce. All the wood used is generally obtained in the country. Foreign woods can be imported free of duty; the cost of beech and birch is about \$11 per thousand superficial feet; of spruce, about \$12 per thousand; and of pine about \$14 per thousand superficial feet; the cost of hard-wood timber is about \$6 per ton.

No. 8. White pine and spruce, the production of the country; cost varies according to size, being purchased by the stick.

No. 9. Mostly iron, some copper. Iron is now about \$60 per ton; copper about 35 cents per pound, or about 60 per cent. on the sterling price in Great Britain.

No. 10. Copper and Muntz metal ; also zinc is used for sheathing, and is procured as No. 9.

Nos. 11, 12, and 13. No.

No. 14. The same materials are used as in the United States, and procured from thence or from Great Britain. Naval stores pay a duty of $2\frac{1}{2}$ per cent.

No. 15. Rigging used generally of British manufacture, and made from Russia hemp ; lately cordage of American manufacture has been to some extent used. Cordage is worth generally \$12 or \$13.

No. 16. Sails are usually of English or Scotch canvas, imported from Great Britain, as in No. 9. American cotton canvass is lately being used.

No. 17. None.

No. 18. For all the larger vessels, iron anchors and chain cables of British manufacture are used. Blocks are manufactured in the country, and they are of a kind such as are generally used in the United States.

No. 19. None.

No. 20. Colonial vessels are supposed to have improved in construction, and are generally good carriers, and safe.

No. 21. Vessels generally are not built for speed.

No. 22. Favorably.

No. 23. From eight to eleven years, according to class and use.

No. 24. Natives of the province.

No. 25. Wages from one to two dollars per day, the workmen are usually obtained from the neighborhood of the ship yards.

No. 26. No public ship yards, and but few private ones of great extent.

Nos. 27 to 30. None.

No. 31. No ; very many of the tools and implements used are imported from the United States.

No. 32. Tar, pitch and probably some pitch pine, all $2\frac{1}{2}$ per cent. duty, (wood free of duty.)

No. 33. All native woods, if duties would allow.

No. 34. From £5 to £7 currency per ton has been usual for hull and spars complete, now something higher.

No. 35. American vessels can be sold and owned in the province, but would not bring remunerating prices.

No. 36. From public departments, and information from merchants in the trade referred to.

No. 37. Copy of Revised Statutes herewith.

No. 38. Shipping and ship building are increasing here ; the causes being, at the present time, high freights and a demand for shipping in Great Britain and elsewhere.

No. 39. Considerable interest exists in favor of American ship building, or rather in the improvements in construction of vessels. It is believed such interest may be promoted by the encouragement of a more free and unrestricted intercourse between the people of the United States and this country.

No. 40. See Appendix.

QUERIES No. II.

Sailors in merchant service.

No. 1. No particular returns kept, see Appendix.

No. 2. On the average about one man to every fifteen tons ; in fishing craft double that pro

portion. Colonial vessels are usually sailed and manned similar to American vessels. No steam vessels, except ferry boats, owned in the province.

No. 3. For ports only.

No. 4. Not usually.

Nos. 5 to 16. See Revised Statutes, chapters 76 and 78, containing all the information that can be had on the subject.

No. 17. No exemption in favor of sailors.

No. 18. The British impressment system, if enforced, is, it is presumed, in operation.

No. 19. Yes.

No. 20. They bear a very good general character for intelligence and activity, and the officers are usually skilled in navigation.

No. 21. No theory or system of navigation, different from that of England or the United States, is pursued in Nova Scotia; the instruments are procured in England. No improvements or suggestions to make on the subject whereby the safety of the mercantile marine would be promoted.

No. 22. From public departments, merchants, Revised Statutes, &c., &c.

No. 23. See Revised Statutes.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

Nos. 1 to 4. See table, Appendix.

Nos. 5 and 6. No returns kept.

No. 7. The chief foreign trade is in the export of dry and pickled fish, lumber, &c., to various markets, chiefly to the West Indies and to the United States, bringing in return West India produce and breadstuffs. Coal from Pictou and Sydney form a large item of export. The freights are very much governed by circumstances, and depend in a great measure on the rate of freight for similar voyages in the United States. Agricultural produce, &c., from Prince Edward's Island promises to be a large and valuable trade, which, it is believed, would be much increased, with great advantage to both countries, by a free and untrammelled intercourse.

Nos. 8 and 9. The coasting trade is carried on mostly in small vessels to New Brunswick, Newfoundland, Prince Edward's Island, and the ports east and west of Halifax. There is no internal navigation, no rivers of any extent, no canals, no railways.

No. 10. Foreign vessels cannot trade coastwise, but can perform foreign voyages from any country, on the same terms as British vessels. See the British Navigation Act.

No. 11. None.

No. 12. See Revised Statutes, chap. 21.

No. 13. See Revised Statutes, chap. 78.

No. 14. See Revised Statutes, chap. 53.

Nos. 15 and 16. There are no such institutions in the province.

No. 17. See Revised Statutes, chap. 78.

No. 18. No particular regulation; no detention. Immigrants pay \$2. See Revised Statutes, chap. 59.

No. 19. Charges are light—say, storage 2*d.* per barrel, 9*d.* per hogshead, 1*s.* per puncheon per month; cartage, 1*d.* per barrel, or 6*d.* per load; labor, 4*s.* to 5*s.* per day.

No. 20. No steamboats, except ferry boats, which burn coal, owned in the province.

No. 21. The same as No. 20.

No. 22. The commerce and navigation is increasing, from the natural growth of the country, the demand for shipping in various markets, particularly Newfoundland and Great Britain, and from increasing activity in the prosecution of the trade with the United States.

No. 23. Improving, but checked by higher freights being more readily obtained in the United States than the provinces, and a duty of 1s. per barrel on American flour, among other causes. The cause of improving is the increase of American manufactures, and a more intimate commercial intercourse with the United States. The chief trade is with Boston, New York, and other eastern American ports.

No. 24. Various opinions expressed on this point. The general opinion leads to free and unrestricted reciprocal trade with and in the natural productions of the United States and the provinces in the coasting and foreign trades.

Nos. 25 and 26. Depends upon No. 24.

No. 27. This and the three previous questions, it is presumed, can be best answered, or rather referred to the negotiation said to be pending on the subject.

No. 28. Ships' boats can be produced cheaper in the provinces than the cost of United States built boats, which latter would consequently not command a remunerative price.

No. 29. The Cunard mail steamers are the only steam vessels which touch at Halifax. They are about 1,000 tons register, which does not include engine rooms and coal bunks. Branch steam packets of from 200 to 300 tons ply regularly fortnightly to Bermuda and St. John's, Newfoundland, subject to supervision of admiralty.

No. 30. Insurance of vessels is effected exactly as in the United States, and the business is in all respects similar. United States agencies do a large and profitable business in Halifax.

No. 31. Colonial vessels are not subject to any regulation respecting arms, and are only commissioned, under direction of the admiralty, by the local government, for the preventive service. In time of war, vessels allowed to sail as privateers; do not know of any law to the contrary now in force; prizes of such adjudicated on and condemned by admiralty court.

No. 32. Public authorities, printed copies of laws, merchant and other services.

No. 33. See Revised Statutes.

No. 34. See Appendix.

ST. JOHN'S, N. F.

W. S. H. NEWMAN, *Consul*.

JANUARY 28, 1854.

In reply to circular instructions under date of October 8, 1853, I beg to furnish, herewith, so far as possible, the information therein sought.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 5. A colonist may own a foreign built vessel, which would be entitled to precisely the same privileges as a British vessel.

No. 6. For answer to this query, see table in form A, annexed.

No. 7. Birch, spruce, juniper, and witch-hazel, are the woods principally used in ship building

in this consulate. For timbers, birch, spruce, and juniper; the floor timbers being of birch, and the top timbers of spruce or juniper. For planking, juniper and birch are chiefly used, the former being much esteemed for top sides of foreign going vessels. Vessels built for the seal fishery are planked principally with birch, and occasionally small quantities of witch-hazel and beech are used. The bows are chocked and sheathed with iron. The bends are also iron sheathed. When juniper plank is used for a sealing vessel, it is necessary that she should have a sheathing of birch of about 2 or $2\frac{1}{2}$ inches. Juniper planking alone has been found much too soft for vessels engaged in this fishery. Pine is invariably used for decks. All or very nearly all the wood used in ship building is obtained in this island, generally cut by crews in the winter season in Green Bay and White Bay. But wood fit for building purposes, although to a more limited extent, may be obtained in every bay in the island. Very little is imported, but when so obtained, is subject to the following duties, viz: Timber, including balk and scantling, the ton, 1s. 6d. sterling; board and plank, per M feet, (1 inch thick,) 2s. 6d. sterling. The general cost at ship yards may be estimated as follows: Decking, \$14 to \$18; birch plank, \$18; juniper plank, \$13; spruce plank, \$11. Timbers are worth at ship yards about \$1 20, and knees 40 cents. The quality of the timber in this consulate is excellent, and held in much estimation for ship building.

No. 8. For masts, pine is preferred; but for spars, such as topmasts, yards, &c., &c., spruce is in very general use. The largest description of pine mast pieces are imported from Canada and the lower provinces, subject to a duty of 1s. 6d. sterling per ton. Spars suitable as lower masts for the description of vessels built in this consulate may be imported for \$50 to \$75. The following spars, generally obtained in the island, may be valued at ship yard as follows: Topmast yards, \$8 to \$10; smaller spars, \$6; studding sail booms, 35 cents to 50 cents.

No. 9. Iron fastenings are principally used for sealing vessels, but for foreign going vessels a large proportion of copper fastenings are used, invariably imported from Great Britain, and subject to a duty of 5 per cent. Iron fastenings, in 1852, (the year sought,) at ship yards, were worth \$44 per ton; copper, 25 cents to 30 cents per pound; nails, in that year, I estimate at 4 cents per pound, averaging large and small—the former, say 3 cents, the latter, 5 cents per pound.

No. 10. Copper sheathing is not in use, or to such a limited extent that it may be hardly considered in use in the yards in this consulate. Muntz's metal, imported from England and worth about 25 cents per pound, is the sheathing principally used.

No. 11. There are no means not used in the United States adopted for the seasoning and preservation of timber.

No. 12. There are no public depositories of ship timber.

No. 13. There are a few private depositories, where vessels sustaining damages can be supplied with spars, &c., or whatever may be required.

No. 14. Pitch and oakum are the only materials used in caulking. The former is generally imported from the United States, subject to a duty of 5 per cent., and stands at building yard \$2 30 to \$2 80 per barrel; the latter from Great Britain and Hamburg, subject to the same rate of duty and general cost, \$7 60 per cwt.

No. 15. Hemp cordage, imported from Great Britain and Hamburg, is subject to a duty of 5 per cent.; the cost here being about \$12 per cwt.

No. 16. Sails are, in every instance, of canvas made from flax imported from Great Britain, subject to a duty of 5 per cent., and worth from 20 cents to 26 cents per yard.

No. 17. There is this peculiarity in the rig of Newfoundland vessels, that schooners engaged in the seal fishery generally carry a main top sail, which is of much service for backing in the ice. Brigantine-rigged vessels are much used for this fishery; but, whatever the rig, every vessel, as a general rule, carries a main top sail.

No. 18. Chains and anchors, blocks and tackle, such as used in the United States.

No. 19. There are no peculiarities in Newfoundland vessels as to shape of rudders, &c., nor as to the mode of steering.

No. 20. Newfoundland vessels are generally esteemed superior as to safety, and it is often remarked that they turn out cargoes easily damaged, such as bread, &c., in better order than ships of other countries classing higher. This may be accounted for in a great degree by the fact that, as a general rule, the vessels built in this consulate are built to order.

No. 21. They are in general fast sailers, and will bear comparison with other ships as to speed.

No. 22. They will compare favorably with vessels of other countries as to carrying freight.

No. 23. They last remarkably well; for 14 years, with ordinary repairs, a Newfoundland vessel may be considered seaworthy.

No. 24. The shipwrights are in almost every case natives of Newfoundland. In some instances the apprentice system is in operation; but most of the youths in this island, whose calling is seafaring, have, at some time or other, their attention turned to ship building, boat building, &c., &c.; and, although few may have been regularly apprenticed, the majority are capable of being employed in a building yard.

No. 25. The wages of ship builders in 1852, as well as before and since, have been \$1 50 per day. My reply to No. 24 will sufficiently explain how such workmen are generally obtained.

No. 26. There are no extensive public yards in this consulate, and the private yards are not extensive. Vessels are built in almost every bay; but the greater number in Conception and Trinity Bays. Green Bay, however, offers the greatest facilities; but it is, as yet, but thinly inhabited.

No. 27. There are no public or private docks for repairs of vessels. When a ship's bottom requires examination, she is hove out by tackles.

No. 28. There are no docks.

No. 29. There are no marine railways.

No. 30. There are no peculiarities in the stocks on which vessels are built, nor in the launching.

No. 31. There are no machines, tools, or implements, used in building or repairs of vessels not in use in the United States.

No. 32. Materials used in ship building in the United States would not, in my opinion, find a ready or profitable market in this consulate.

No. 33. The ship building materials used in this consulate could not be advantageously sent to the United States.

No. 34. Fifty-five dollars per ton for a foreign going vessel; and with the outfit required for a sealing vessel, the cost will be about the same.

No. 35. American vessels have never been offered here for sale, but I think they would be very suitable for the West Indian and Brazil trade, of 120 to 250 tons burden. Their value here, as compared with British and colonial ships, would depend on their actual relative

intrinsic value, arising from the character of the workmanship and materials used in their construction.

No. 36. The information has been obtained from official and other reliable sources.

No. 37. I know of no book or pamphlet published on the aforesaid subjects.

No. 38. Ship building is slightly on the increase, from the necessity found by merchants in certain localities of providing winter employment for the fishermen concerned with them.

No. 39. There is no apparent interest in favor of American improvements in ship building. Increased intercourse would, no doubt, by making these improvements known, lead to their adoption as far as they might be suited to the requirements of the trade of this consulate.

No. 40. There is no other information on this subject that I am at present possessed of.

QUERIES No. II.

Sailors in merchant service.

No. 1. For answer to this query, see table B, annexed.

No. 2. The average size of Newfoundland vessels is about 130 tons, carrying, on a foreign or coasting voyage, seven men, and, on a sealing voyage, about forty. Master, first and second mates, are the officers generally employed.

No. 3. Pilots are solely employed for vessels going into and out of port.

No. 4. No.

No. 5. There is no colonial law for the regulation of merchant seamen.

No. 6. There is a hospital in St. John's, towards the maintenance of which all seamen belonging to vessels registered in the colony pay 6*d.* sterling per month, which entitles them to admission free at any time, if sick or disabled. Sailors belonging to vessels of other countries are also admitted, but are charged at the rate of 10*s.* 6*d.* sterling per week for board, &c., besides fees for medical attendance. There is no asylum for infirm seamen.

No. 7. Sailors are generally shipped by the masters of vessels. There has been a shipping office lately established, but has only been availed of to a limited extent.

No. 8. Newfoundland sailors often seek foreign service, chiefly in the United States. It is not discouraged by law.

No. 9. Not generally. •

No. 10. In Newfoundland merchant vessels' rations are given in quantities as much as is required; but the allowancing system is not, as a general rule, adopted. Spirits or wine are not given. Desertion, I think, is the only offence for which wages are forfeited. Wages are paid in cash. The usual form of shipping articles is annexed.

No. 11. There is no local statute with regard to medicine for sailors; but an ample supply is invariably carried. A month's advance of wages is usually made to seamen when shipped.

No. 12. There is no provision made by law for their return to Newfoundland from foreign voyages.

No. 13. There is no general system of discipline and punishments for offences in the Newfoundland merchants service.

No. 14. Newfoundland sailors have decreased in number. Higher wages in the United States is the cause.

No. 15. Native sailors are chiefly obtained from St. John's and Conception Bay, where the outfits for the seal and cod fisheries are more extensive than in other parts of this consulate,

these fisheries being, although not exclusively, the primary employment of youths who become sailors. There is an apprentice system, generally for five years, in operation for boys who have not been so employed. Pilots and their apprentices are a distinct class from seamen at this port, (St. John's;) but at every other port in the consulate, fishermen and others take charge of vessels going into and out of port.

No. 16. I cannot furnish any reliable information regarding rates paid at present in the naval service.

No. 17. There are no military duties, and by law no exemption of any class from civil duties.

No. 18. Merchant seamen are not now subject to conscription or impressment in the naval service.

No. 19. Alien masters and sailors, by a recent British statute, are placed on the same footing as British in the navigating of British vessels.

No. 20. The general character of Newfoundland sailors for activity, skill, and powers of endurance, is second to none. In making winter voyages they are preferred to all others by masters long engaged in the trade. The officers, in general, are men of skill and great perseverance.

No. 21. The theory or system of navigation pursued by Newfoundland sailors is what is termed plain sailing, and "Norrie's Navigation" is the guide book used in following their occupation. The instruments used are not different from those in use in the United States merchant service, viz: compasses, quadrants, sextants, and chronometers. These instruments are always procured from, and are the manufacture of, Great Britain. There are no improvements not known in the United States.

No. 22. The information has been obtained from official and other sources.

No. 23. There are no books, pamphlets, or reports, official or otherwise, recently published in Newfoundland on the aforesaid subjects.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

Nos. 1 to 6. For answer to this query see table C, annexed.

No. 7. The chief foreign trade of Newfoundland vessels is with England, Scotland, Ireland, Spain, Portugal, Hamburg, Brazil, the West Indies, United States, and British North America. The time occupied on the voyage to Europe and back is from six to eight weeks. To Great Britain the cargo, generally, is oil, and to the other European countries dried codfish. A voyage to the West Indies and back requires about nine weeks. The outward cargo is dried cod and pickled fish, and the inward cargo West India produce. Vessels from the West Indies sometimes return by the United States, bringing flour and provisions. Vessels proceeding to Brazil with dried fish generally go from thence to Europe with cotton, sugars, &c., and on their return to this consulate bring manufactured goods from Great Britain. This voyage occupies them from three to four months. The trade with the United States and Canada is almost exclusively in the importation of provisions.

No. 8. The chief coasting trade consists in carrying provisions and supplies for the fishery and bringing back the proceeds of the voyage.

No. 9. There is no internal trade.

No. 10. Foreign vessels are allowed to participate in the general foreign trade of this consulate

upon the same terms as British vessels. There are no local laws regulating the navigation of this consulate.

No. 11. There are no distinctions made as to any foreign countries. Foreign vessels are prohibited from the coasting trade only.

No. 12. The only duty exacted from foreign vessels trading to this consulate is six pence sterling per ton light money, but not levied more than once in any year.

No. 13. There is a local law regulating the pilotage of vessels in St. John's. Five commissioners are appointed, who have power to examine and license pilots, (21 in number,) and suspend or remove them at pleasure. Vacancies are filled up from among the apprentices, of whom one is attached to each boat. The pilots are competent men and may be relied on. In the out ports there are no licensed pilots, but fishermen may usually be got outside the harbors. The following is the table of rates of pilotage, in and out of the port of St. John's, on merchant shipping:

Vessels under 80 tons new, to 100 tons old, £2 or \$8; vessels from 80 to 130 tons new, or 100 to 150 tons old, £2 10s. or \$10; vessels from 130 to 180 tons new, or 150 to 200 tons old, £3 or \$12; vessels from 180 to 230 tons new, or 200 to 250 tons old, £3 5s. or \$13; vessels from 230 to 300 tons new, or 250 to 300 tons old, £3 10s. or \$14; vessels from 300 new, to 300 tons old, or upwards, £4 or \$16.

Coasters half the above rates. Ships-of-war, under 6th rate, £2 10s.; under the 4th, 5th, and 6th rate, £3 10s.; ships of the line, 1st, 2d, and 3d rate, £5.

No. 14. By the 3d Will. IV, the governor and council are empowered to issue a proclamation declaring what port or ports is or are infected, and to order vessels arriving from thence to be placed in quarantine. The quarantine law is enforced by a board of health appointed by the governor and council. The quarantine fees are, for a vessel under 50 tons, 6s. sterling; over 50 and under 80 tons, 10s. sterling; over 80 and under 100 tons, 15s. sterling; 100 tons and over, £1. A medical fee of 10s. 6d. sterling is exacted from all vessels of whatever tonnage. No bills of health are required to be produced in this consulate.

No. 15. There is a hospital into which sick American seamen are admitted on the application of the master of the vessel. Ten shillings and six pence sterling per week is the charge made for board, &c. They have excellent medical attention; which, however, is an extra charge for sailors not belonging to Newfoundland vessels. American sailors are admitted in every respect on the same footing as British.

No. 16. American seamen are admitted, as explained in No. 15.

No. 17. There are no port regulations as to mooring vessels. The whole of the water side and wharves are the private property of merchants, with the exception of one public wharf, at which only small craft lie. Vessels generally lay at the consignee's or owner's wharf, for which no special charge is made.

No. 18. On the arrival of a vessel from a foreign port, and after entry made at the custom-house, it is the duty of the landing officer to examine passengers' baggage; but no fees are exacted.

No. 19. Storage is generally included in the consignee's charge for commission, the goods being always placed in his own stores.

No. 20. There are but two steam vessels registered as belonging to this port. The engines used in one were made in Great Britain, in the other in the United States.

No. 21. Coal is the fuel generally used in steam vessels, the produce of and imported from

Cape Breton, costing here about \$5 per ton. Its quality is not so well adapted for steam vessels as English coals.

No. 22. The trade of this island has considerably increased within the past four years, consequent upon a more extended commerce with British North America, principally with Canada.

No. 23. The trade and commerce of the United States with this consulate has slightly increased; but the increase is so small that it will hardly admit of any cause being assigned.

No. 24. The removal of the restrictions on the trade would promote the objects contemplated by this query. The productions of the United States are admitted into this colony at the same rates of duty that are paid on British goods, the duties being levied for the purposes of revenue alone, while the produce of this consulate is subjected to the high rate of 20 per cent. in the markets of the United States; the produce of the American fisheries being admitted duty free, in addition to the direct bounty they receive from the government. It is apparent that under these circumstances the trade from this colony must be very restricted, and this almost direct exclusion from the American markets of their produce is felt to be a great hardship by people who require to draw nearly all their supplies of food from the United States. Until very lately the supplies of flour, pork, and butter, came exclusively from the United States, but in consequence of modifications made in the Canadian tariff in favor of the produce of Newfoundland entering their ports, a considerable trade is growing up between the two countries, which bids fair to result in making Canada the sole supplier of this consulate in the articles before specified. The people of Newfoundland are desirous of establishing the most unrestricted commercial relations with the United States, and would give American fishermen all the privileges that British subjects enjoy in the fisheries, on the consideration of the abolition of American bounties and the free admission of Newfoundland fish and oil into American markets. This principle has been twice affirmed by the local assembly, and the establishment of such a system would tend to a great increase of the trade between the two countries; a trade which, if existing relations be continued, must speedily pass from the United States to Canada, as already referred to.

No. 25. From the foregoing remarks it will be seen that, unless the restrictive tariff of the United States be repealed, no increase can take place in the trade with this consulate.

No. 26. Under an arrangement that would enable the merchants of this consulate to carry on a barter trade with America, in addition to supplies of food, coarse woollens and cotton goods, boots, shoes, and American manufactures generally, would find a large consumption in this country. Manufactured goods are now nearly altogether imported from England, where they are conveniently paid for in the oil of the colony, which goes free into British ports.

No. 27. American vessels could be advantageously employed in the foreign trade, particularly in the carrying of bread-stuffs, provisions, &c., to this colony, and dried fish hence to the Brazils and West Indies—extensive markets for the produce of this consulate, where freights to United States ports may often be had—thus making three freights on the round. There are no laws prohibiting American vessels from participating to any extent in the foreign carrying trade of this consulate, but the domestic or coasting trade is not open to American enterprise; and were a modification of such restriction effected by the United States, I do not think the trade such as American vessels could advantageously participate in.

No. 28. The boats generally in use in colonial vessels are similar in size, cost, and general description, to those used in American merchant vessels of the same class. I do not think this consulate offers a market for American built boats.

No. 29. There is a steamer on the line from hence to Halifax, (N. S.,) calling at Sydney, (C. B.)—one of the vessels belonging to a joint stock company originally promoted and organized by the Hon. Mr. Cunard, of Halifax, and known as the Halifax, Newfoundland and Bermuda Steam Company. This vessel has a screw propeller with engines of 80 horse power, a register tonnage of 175 tons, and 350 tons builders' measurement. She makes the voyages from Halifax to this port (St. John's) and back every fortnight during summer, (8 months,) and monthly for 4 months during winter, carrying her Majesty's mail, for which service £4,000 sterling is paid by the British government. There is also a mail steamer between St. John's and Conception Bay, the property of the "Newfoundland Steam Company," propelled by a screw with engines of 80 horse power. This vessel was built in the Clyde in the year 1852 for the passenger trade between Conception Bay and St. John's. She carries her Majesty's mails for £180 sterling, and receives a bounty from the local government of £750 sterling per annum.

No. 30. There are two local insurance companies. The rates are usually: To Britain or eastern Atlantic ports, in winter, 2 per cent.; in summer, 1 per cent. To United States, in winter, 2 per cent.; in summer, 1 per cent. To West India islands, hurricane months, $3\frac{1}{2}$ to 4 per cent.; other times, $1\frac{1}{2}$ to 2 per cent. To Brazil, 1 to $1\frac{1}{2}$ per cent.

Losses are paid in cash in one month after loss is proved, the usual mode of proof being adopted as in the United States.

No. 31. There is no legal prohibition to the arming of Newfoundland vessels; but letters of marque cannot be granted in this consulate. When captures were made during the last war they were disposed of by auction.

No. 32. The information has been obtained from official and other sources.

No. 33. No books or pamphlets have been published on the aforesaid subjects.

No. 34. A description of the lights exhibited on the Newfoundland coast will be considered as forming part of the "general information on said subjects" in this query. * * *

WEST INDIES.

KINGSTON, JAMAICA.

ROBERT M. HARRISON, *Consul*.

APRIL 20, 1854.

Herewith I have the honor to forward answers to the queries you were pleased to transmit to me under date of October 8, 1853.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 7. The wood used principally for timber is the Cashan, which grows very abundantly on the low lands in every variety of form, and it will remain sound in any part of a vessel for fifty or sixty years. The planking is generally pitch pine, of the United States, and the decks of white pine from the United States or British provinces. The duty by the tariff herewith. The cost of these differs so materially that it cannot be stated.

No. 8. Spruce, yellow and white pine from the United States and British provinces, are used for spars, occasionally red pine and other woods from Europe. The trees of the colony suitable for spars are very difficult of access, and too heavy for small vessels.

No. 9. Copper and iron, or a composition of copper and other metals, are used for fastening, and imported generally from England; the cost is usually ten to fifteen per cent. above the rate there.

No. 10. Copper, yellow metal, and sometimes zinc sheathing, is used. The cost and importations as above.

No. 11. The Cashan timber, which is almost the only kind used, requires but little seasoning and but little management.

Nos. 12 and 13. None.

No. 14. No other materials are used for caulking than those in the United States.

No. 15. Same as in the United States.

No. 16. Generally of English canvas, but lately the American cotton canvas is becoming extensively used for sails.

No. 17. None.

No. 18. The same as used by American and British vessels, and generally imported from England.

No. 19. None.

No. 20. Generally safe, comfortable, fast, and of great durability.

No. 21. Some have been built of such great speed as to have made several successful slaving voyages when purchased for Cuba.

No. 22. When built for coasting, their carrying capacity is great in proportion to their tonnage.

No. 23. Coasting vessels last many years, but require repair every year from want of care and much hard usage.

No. 24. Natives.

No. 25. Two dollars per day for ordinary men; superior have higher wages. They are generally natives.

No. 26. The government have at Port Royal a very extensive navy yard, besides which there are only two small private yards in Kingston.

No. 27. None; but there are great facilities for their formation and construction in the harbors of Port Royal and Kingston.

No. 28. Vessels of all nations may be repaired at the government yard when the private yards are not capable of effecting the same.

No. 29. None; but the British government have had surveys made, and the laying of a marine railway has been recommended, which, it appears probable, may soon be undertaken. The cost, with good management, need not be very great, as there are many parts of the harbors of Kingston and Port Royal very suitable, and material of the best quality could be readily obtained.

No. 30. None.

No. 31. None, in consequence of the very small quantity of work done.

No. 32. Pitch pine and white pine planks, pitch, tar and rosin; the prices thereof, and the duties by prices current, herewith. The market is very limited.

No. 33. Cashan timber, the only probable article that might sell in the United States, the cost whereof is very uncertain.

No. 34. Vessels could only be built here at present by day work, the rate of which would be very uncertain.

No. 35. Yes; but the demand is very uncertain, and sales thereof are only to be effected when particularly ordered. American ship builders would not find any advantage in sending vessels here for sale.

No. 36. From the officers of her Majesty's customs, and Mr. R. J. C. Hitchens, who acted as consul for me in my absence, and Mr. Uter, a ship builder.

No. 37. None.

No. 38. Greatly on the decline, from the decrease of the agricultural productions of the colony, and the loss of various branches of trade, of which this island was the entrepôt.

No. 39. None, in consequence of the small extent of ship building.

No. 40. The English West India colonies have all declined in the number of vessels built therein; and, with the exception of Barbadoes, have generally much fewer vessels employed in their trade than formerly.

QUERIES No. II.

Sailors in merchant service.

Nos. 1 and 2. Answered in the replies from her Britannic Majesty's customs at Kingston, hereunto annexed.

No. 3. For going into or out of port.

No. 4. No.

Nos. 5 to 8. Answered in the replies from her Britannic Majesty's customs, annexed.

No. 9. Not often.

No. 10. Answered by her Majesty's customs, annexed.

No. 11. No particular law. Advances of wages are usually made.

No. 12. None.

No. 13. The same as in vessels from Great Britain.

No. 14. Very uncertain, as they vary from year to year.

No. 15. Answered by her Majesty's customs, (annexed.) Native sailors are generally obtained from the seaport towns. No fisheries for raising of sailors.

No. 16. The same as in the British navy.

No. 17. Sailors are exempt from all civil and military duties, but pay the same taxes as are exacted from persons on land.

No. 18. No conscription or impressment, but were subject formerly to the latter, except when they were slaves.

No. 19. Yes they can.

No. 20. The native sailors are quick and intelligent, but seldom educated. Masters usually are skilled in navigation, but not always the other officers.

No. 21. The same as those in vessels from Great Britain, from whence their instruments and books are generally procured, but there is no improvement on those of the United States. I can make no suggestion as to the improvement of the comfort of sailors.

Nos. 22 and 23. The same as in Queries No. I, answers Nos. 36 and 37.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

Nos. 1, 2, and 3. Answered by her Britannic Majesty's customs, (annexed,) which comprise all the information that can be obtained in this colony.

No. 4. A tabular statement herewith of American vessels in 1852, form E.

No. 5. Not to be ascertained, but the number very small.

No. 6. Almost all the Jamaica vessels are over twenty and under fifty tons.

Nos. 7 and 8. Answered by her Majesty's customs, annexed.

No. 9. Provisions and dry goods from Kingston, and the other seaports with sugar, coffee, ginger, pimento, arrow-root, and other productions of the island, in return.

No. 10. In the foreign trade, and so much of the coasting trade as consists in a foreign vessel being allowed to land and take in part of her cargo at the several ports of entry; filling up the vessels or completing the discharge thereof with the same privileges as a British vessel, island vessels having alone the privilege of taking part of an inward and outward cargo on board at the same time.

Nos. 11 and 12. Answered by her Majesty's customs, annexed.

No. 13. By a colonial law, as herewith forwarded. Pilots can be generally relied upon for safety in respect to their knowledge of the depth of water and shoals, but few upon their knowledge of seamanship.

No. 14. The quarantine regulations in this island require that every vessel shall be at least five days from the port at which there is cholera, nineteen days for small-pox, nine days for measles, or other similar disorders. There are no fees. No bills of health are demanded, but the master is subject to heavy penalties if proved to have given a false report.

No. 15. American seamen and citizens are admitted to the marine hospital upon the order of one of a body of commissioners appointed under a law for the administration of that institution. Seamen belonging to a vessel in port are charged at the rate of 1s. 6d. sterling per diem, payable by the consignee of the vessel, only during the time of the vessel's continuance in the harbor, after which, if they remain, the whole expense is borne by the colony; should any seaman die while the vessel is in port, a charge is made against the vessel of £2 sterling for the expenses of the coffin and interment. The medical and surgical attention are of the very best character. A full and sufficient number of night and day nurses, with proper officers for the supervision and distribution of medicine, food and all other necessities, are regularly employed. The greatest attention is shown to cleanliness, and each patient is supplied with hospital clothing on his admission. The hospital is divided into wards, and supplied with every necessary requisite. Hot and cold baths are always ready, under the direction of the medical officers. Each patient has an iron bedstead, with sacking, mattress, pillow, and bed linen, regularly changed. The expense is about £9,000 sterling per annum to the colony, for which sum an average of 450 patients are taken care of.

No. 16. See No. 15.

No. 17. Port regulations are contained in the pamphlet herewith, F. Vessels are not charged with wharfage. The cargo bears all the expense.

No. 18. Passengers from all parts of the world are allowed to land without fee or question. Passports are not required by the authorities of the island. Such foreigners as see fit exhibit their passports to their own consuls, should there be one from the nation to which they belong.

The baggage of passengers is inspected on arrival by an officer of the customs, under a form which has to be obtained by the consignee of the vessel, termed a "Baggage Suffrance." No fees are exacted nor allowed to be taken, either by the customs or any of their officers, under a penalty of £100 sterling for each offence, and dismissal from office.

No. 19. The charges for wharfage, storage, drayage, &c., upon merchandise, are regulated by the laws of the colony, tariffs of each of which are specified on the book and paper herewith, marked G and H.

No. 20. Steam vessels trading to, and employed in and about Jamaica, have been hitherto built in other countries, principally Great Britain and the United States, where their engines are usually made. No marine engines have been made in or imported into Jamaica. The cost thereof cannot, therefore, be estimated. The import duty would be agreeably to the tariff herewith, marked in book G. Locomotive engines have been imported for the railway, free of duty, by special enactment.

No. 21. All other steam vessels, except the American, use the bituminous coal, which is imported from Great Britain, the first cost and quality of which is generally known in the United States. The freight at present varies from 25 shillings to 40 shillings per ton. Other expenses of landing, storing, and shipping, have to be added, equal to six or eight shillings per ton. American steam vessels use principally the anthracite coals, which are imported from New York and Philadelphia, cost and quality of which are well known. The freight at present \$3 50 to \$5 per ton, other expenses the same as above. This fuel is put on board steamers in Kingston in as little time as in any place in the world, being put into their bunkers at 50 tons per hour.

No. 22. The general navigation and commerce of this consulate is decreasing, and has greatly decreased, consequent upon the failure of agricultural operations in every description of the produce of the island since the emancipation of the slaves, and more particularly from the repeal of the protective duties in Great Britain on coffee and sugar. This has had the effect of reducing the prices of the produce of the island to the rate at which similar articles could be made in Cuba and Porto Rico, so that the planters have had to compete with the virgin land of those islands, owned by and managed in many instances with all the energy of Americans and other foreigners, who had a full supply of slave labor at a low cost. Thus the emancipated slave of this island, who had, from 1838 to that time, been paid wages at an extravagant rate, was at once thrown out of employment, unless he accepted wages that would leave the planter able to compete against the slave labor of Cuba, Porto Rico, and other places. The consequence of thus unsettling the value of labor, and the natural tendency of half civilized men to live with the least possible exertion, has been to deprive the planter of all certainty in cultivation, and the greater part of the land has been abandoned. A trade with the ports now and formerly under the dominion of Spain, which was formerly carried on to a great extent, and extremely lucrative, has gradually been lost, almost the last of which, that with New Grenada, having been lately removed to the island of St. Thomas, in consequence of the British steam mail packets communicating directly between that island and the ports of New Grenada, which has been taken away from this island within the last few years.

No. 23. The navigation of the United States in this consulate is shown by copy from my returns herewith, marked I; by which it will be seen that the tonnage for 1852, of sailing vessels, was 20,653, and of steam vessels 90,489; for 1853, of sailing vessels 21,714, and for steam vessels 83,711, (say, belonging to the United States;) for 1854, to April 20, 5,447 and

35,314; for 1853, same time, 5,241 and 17,998; and for 1852, same time, 5,784 and 23,304. The value of goods imported and delivered from bond for 1852 and 1853—that is, ending January 5, 1853, and January 5, 1854—is shown by the return from her Britannic Majesty's customs, marked K, and exports, per returns from same, marked L. The great increase in the importation for 1853 was principally caused by cessation of the annual tariff, which left only a duty of $2\frac{1}{2}$ per cent., under a permanent law; and the great difference in the deliveries from bond arises from the same cause, as, until the end of 1853, few or no goods were bonded. A change has been now made by the legislature in the mode of bringing forward financial business, so as more to resemble the principle adopted in the British House of Commons, by which the tariff will be passed for a number of years. Therefore, such a lapse of duty on imports is not likely again to occur. The increase in the value of exports in those years arises principally from the markets of the United States having been more favorable during that time than those of Great Britain. The printed forms, marked M and N, show tables of the imports and exports, and the number and nation of all vessels arriving at the port of Kingston for the years 1848, and 1848 to 1853; and that marked O the imports and exports into and from the island of Jamaica from 1848 to 1851, and the exports from 1848 to 1851; and other tables showing the amount of tonnage of all vessels entered in all the ports of the island from 1848 to 1851. That marked P shows the comparison of 1852 and 1853, (January 1 to March 26,) the exports from 1849 to 1853, (to October, the end of the fiscal year,) and the tariff of duties. That marked N shows the imports from 1849 to 1853, with the numbers and nation of all vessels. It will be seen, however, that the difference in the tonnage of American vessels employed does not correspond with the increase in imports and exports. Foreign vessels, at lower freights, were employed by the speculators, who imported to take advantage of the lapse of duties beyond what was required to meet the consumption. The variation in the tonnage of steam vessels arises from the uncertainty of the American passage steamers in their calling at the port of Kingston. It will be seen that this answer applies generally to the whole island. In respect to any particular ports, that of Falmouth has taken much of the business of the contiguous port, Montego Bay; but that of Kingston still retains the greater part of what trade remains in the Island.

No. 24. By the reduction of duties and mercantile expenses in the United States on articles the produce of this colony, particularly on pimento, an article the growth only of this island; and this should be reciprocated by this colony in the reduction of tonnage, light-money, and harbor dues, and the placing of vessels from the United States on the same footing here as on vessels trading within the tropics.

No. 25. The exploration of the mineral indications, the working of various mines of copper, and other metals and minerals, and the tendency to test the various plants and other productions of this colony, which require great accession of capital, science, and enterprise, lead to the hope that many additional articles may be advantageously exported to the United States. The decline in the prices of coffee and some other articles, with the advance in the rates in the United States, are leading to a greater extent of export therein than has lately existed, and it appears there is great scope for the enterprise of our citizens in improvements for that purpose.

No. 26. The cargoes of the vessels, as shown by my consular semi-annual returns, will show that almost every production of the United States, and many articles of foreign growth and manufacture, are imported into this colony from thence, and the number of articles is continually increasing.

No. 27. All the foreign carrying trade is advantageously participated in by American vessels, but the coasting and internal trade are confined to British vessels, except as specified in answer No. 10, Queries No. III. The government of Great Britain being about to open their coasting trade, that of this and the other British colonies may be also opened to American vessels, upon due arrangement with the British government, by which this is entirely governed.

No. 28. Jamaica merchant vessels being small, have usually but one boat, which is of a heavy strong description, frequently built in the colony, with a small canoe; there is but little demand for American built boats.

No. 29. The mail lines from the ports in this consulate to foreign ports consist of the British Royal West India Mail Company's steamers, which convey goods and mails between Southampton, St. Thomas, Porto Rico, Hayti, and this island, and from thence to Honduras, and return from and to those ports; also the United States Mail Company's steamers touch generally at this island *en route* to Aspinwall and San Juan de Nicaragua; but the United States steamers are uncertain and may be altogether discontinued. There are no steamers or sailing vessels carrying mails along this coast or to the contiguous ports of Santa Martha and Carthagena, or to any of the ports of Cuba. The want of steamers in these trades is a great loss to the colony, and there is no doubt but that at least two American steamers, managed with care and economy, would be extremely lucrative.

No. 30. Vessels trading to this consulate are insured in the ports from whence they come; those owned here are sometimes insured in Great Britain or in the United States, but a few are insured in this island, which is then done by individuals, there being no chartered companies allowed by law for such purpose, and in the absence thereof individuals only are allowed to effect insurance of any kind, and in their own individual name. The mode of effecting insurance is by a stamped engagement to that effect signed by one or more parties individually, setting opposite to each of their names the sum insured, for which they agree to become liable to the party effecting insurance. The usual rates are about $\frac{1}{4}$ on $1\frac{1}{4}$ per cent. higher than would be charged on a known vessel in the United States on a similar voyage; but as the vessels insured are known to the insurers, and these persons, being resident on the spot, are known to the insured, these insurances in this way are sometimes preferred as less liable to difficulty in the recovery of the amount insured. The proof required when a vessel is lost or other claim made is on the same principle as that required in England or in the United States, viz: by protest of the master or officers, or in the event of the impossibility of obtaining such proof, the next best evidence that can be obtained.

No. 31. Jamaica merchant vessels are allowed to be armed, both in peace and war, but if they are not furnished with a letter of marque or commissioned, they are not allowed to make captures even of such vessels as under the British law would otherwise be a good prize, viz: in time of peace a slaver; and if in their own defence they are obliged to take possession of any vessel making an attack upon them, they are obliged to give over the possession thereof to the first commissioned vessel they meet, or to the authorities on their arrival in port. Should Great Britain be engaged in war, it is not yet known whether letters of marque or commissions for privateers will be issued. In the event of such being issued, captures by them would have to be brought into a British port for adjudication by a court of vice-admiralty, unless other arrangements were made with nations in alliance to carry on the war.

No. 32. From the same as in Queries No. II.

No. 33. Herewith is sent a small book, marked G, published in Jamaica, giving some general

information on the laws and statistics of this colony. There are also official reports laid before the legislature, during their sessions, by the different officers under the colonial government; but as many of these are not printed, and those which are being seldom but for the information of members, copies cannot be had.

No. 34. I have endeavored in the preceding answers to show what relation has been had to these matters in former years, and I have not any general information as to the other English colonies which differs therefrom.

Answers furnished by the Collector of Customs at Kingston.

QUERIES No. II.

No. 1. Number of seamen in the foreign trade with this island, for the year 1853, was 3,428, and about 200 men in the coasting trade.

No. 2. About 1 man to 6 tons. Chiefly sailing vessels.

No. 5. Merchant Seamen's Act, 7 and 8 Vic., cap. 112; 13 and 14 Vic., cap. 93; also Merchant's Marine Act, 16 and 17 Vic., cap. 131.

No. 6. Public hospital.

No. 7. Seamen are generally obtained by shipping masters or agents, and British seamen are shipped and discharged at the custom-house under the Merchant Seamen's Act, as quoted in No. 5.

No. 8. To the Spanish main, and on board the R. M. Steam Company's steamers, generally intercolonial.

No. 10. Shipping articles under imperial acts, mentioned in No. 5, forms annexed, marked D.

No. 15. No apprentice system in operation in Jamaica; pilots are a distinct class from seamen.

QUERIES No. III.

Nos. 1 and 2. Number of English vessels and tonnage entered the ports in this island in 1852: 219 vessels, 39,046 tons.

No. 3. Number of English vessels and tonnage cleared outwards in 1852: 173 vessels, 26,694 tons.

No. 7. Hayti, Cuba, and Spanish main, chiefly under 50 tons and above 20 tons.

No. 8. Provisions and dry goods from Kingston principally.

No. 11. The only distinction made is in Spanish and Haytien vessels—those, not being favored nations, are liable to the full tonnage dues *every voyage*.

No. 12. No treaty vessels *within* the Tropic of Cancer, viz: customs tonnage, at 2s. per ton; hospital at 2d. per ton; light-house at 3d. per ton; total 2s. 5d.; this is paid once a year only. Haytien and Spanish vessels, which pay every voyage, but 2d. per ton is paid every voyage. Vessels *without* the Tropic of Cancer, every voyage; custom tonnage, at 2s. per ton; hospital, at 4d. per ton; light, 3d. per ton; total 2s. 7d. Coasting vessels, once a year and allowed to trade within the Tropic of Cancer: customs tonnage, at 2s. per ton; hospital, at 4d. per ton; light, at 3d. per ton; total 2s. 7d. Health officers' fees are paid every voyage, ship, barque, or three masted vessels, 12s.; brig, brigantine or ketch, 9s.; schooner or sloop, 6s.

No. 18. A baggage sufferance is issued to the custom-house officer in charge of the vessel, who examines the baggage for the purpose of securing the duty on articles other than baggage. No fees exacted.

No. 22. Decreasing. The Spanish and Columbian trade having been diverted into another channel in consequence of the steam navigation between Europe and America.

NASSAU, N. P.

JOHN F. BACON, *Consul*.

MARCH 1, 1855.

I have the honor to state that I have herewith forwarded a package containing my answers to the numerous queries contained in the "Circular Instructions to Consuls and Commercial Agents of the United States," and documents connected therewith. I have incorporated in those answers all of any moment, yet they can be of little account from the very limited materials. This colony consists of seventeen inhabited islands, including New Providence, on which Nassau is located, and contains a population of about 28,000 inhabitants, of which Nassau contains 3,000, and the whole island, including Nassau, about 8,000, seven-tenths of which are blacks. The vessels of the colony are seldom over 100 tons burden, and are principally engaged in wrecking, obtaining sponge, intercourse between the islands, and a few of the largest of them in foreign trade. The whole exports of the colony in the year 1853 only amounted to the sum of \$155,940 80. In my answers I have referred to the colonial laws, and, as the best way of furnishing information, have forwarded the laws of the colony to the present time. No steam vessels are owned in the colony, or running to, or touching at, any of the islands regularly. A colonial law was passed in the year 1851, granting a bonus of £1,000 annually, for five years, to any persons who would establish a regular steam communication between Nassau and certain ports in the United States, or make Nassau an intermediate port for that purpose, and is still in force.—(Session Laws, 1851, page 1.)

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 1. The measurement of vessels in this colony is regulated by the home government. The ship builders' measurement, I understand from the principal ship builder in Nassau, is different from the government measure, and is the same as that used by the government of the United States, with the exception that they divide by 94. The fact is no doubt known to the department that the British merchant service has been materially changed by an act of the British Parliament, passed August 10, 1854, entitled the "Merchant Shipping Act," which goes into operation on the 1st of May next, and which also changes the mode of measuring vessels.(a)

No. 6. Fifteen, with a tonnage amounting to 822 tons.

No. 7. The hulls are built of horse-flesh mahogany, dogwood, and cedar, grown in the colony. Beams, wales, and planking of yellow pine, and decks of white pine, all obtained from the United States. Ship timber costs about 4 cents per foot at the ship yards. Planking and deck timber, \$35 per 1,000, American board measure; duty, \$1 92 per 1,000.

No. 8. White and yellow pine obtained from the United States; depends upon the price there; duty, 15 per cent. ad valorem.

No. 9. Copper below the bends, iron above—obtained principally from the United States, and depends on the price there; duty, 15 per cent. ad valorem.

No. 10. Copper sheathing is principally used.

(a) See note, p. 509.

Nos. 11 to 13. None.

No. 14. None different from those used in the United States.

No. 15. Hemp for standing and Manilla for running rigging, procured from England and the United States ; prices vary.

No. 16. Cotton and hemp, principally from the United States, and at sales of materials of wrecked vessels.

No. 17. None.

No. 18. The same as in the United States.

No. 19. None.

No. 20. American built vessels are the models used in the colony, and their vessels compare favorably with the United States vessels.

No. 21. Answer as the last.

No. 22. Answer to question 20.

No. 23. From 40 to 50 years.

No. 24. Native Bahamians.

No. 25. \$1 25 per day ; at the present time \$1 50. Usually a sufficient number on hand.

Nos. 26 to 32. None.

No. 32. All that is necessary for use is now supplied principally from the United States.

No. 33. It was thought by some that the timber of the colony, (timbers and knees,) being of a very superior quality, might be advantageously exported to the United States. This timber is mostly obtained from Andros island ; with a friend I purchased several hundred acres of timber land some two years since, and got a ship master from Baltimore to explore the island, and he reported that the difficulty of getting the timber to the water, on account of the very rocky shores and want of roads, would prevent its being done to any amount or advantage. I have engaged a ship carpenter at this place to forward to New York 2,000 feet of fair specimens of the timber the first opportunity, to ascertain if it will not pay at present prices for obtaining it.

No. 34. \$30 per ton, now \$38.

No. 35. They cannot be sold to advantage, one only having been sold for many years. They often buy condemned vessels and refit them.

No. 36. From the receiver general's office and a ship builder.

No. 37. None have been published.

No. 38. No material change. I find the year 1853 and 1854 about the same.

No. 39. None whatever.

No. 40. I have none, nor the means of obtaining any from the other colonies.

QUERIES No. II.

Sailors in merchant service.

No. 1. I am not able to ascertain the number, as no record is kept of them. All the vessels of the colony are registered at Nassau, and all have "Nassau" on the stern, as the place of ownership. Foreigners are seldom employed. There is no distinction made as to vessels in foreign, country, or internal trade.

No. 2. A vessel of fifty or sixty tons for a foreign voyage employs about eight persons all told, and in that proportion ; while vessels on wrecking voyages employ from eighteen to twenty-

five. A captain and mate are the usual officers, and their duties the same as in the United States service. There are no steam vessels belonging to or running to the colony.

No. 3. Only for vessels going into or out of port.

No. 4. They are not.

No. 5. There is a colonial law regulating the relative duties of masters of ships or vessels employed in the merchant service of the Bahamas, and of seamen so employed.—Bahama Laws, page 608.

No. 6. None whatever.

No. 7. By giving notice that sailors are wanted.

No. 8. They do not; being mostly black, they do not like a cold climate; not discouraged by law.

No. 9. They are not.

No. 10. No specific rations, no spirit rations; beef, pork and flour are the usual supplies for foreign voyages.

No. 11. None that I can ascertain; a half month's pay is usually advanced.

Nos. 12 and 13. None.

No. 14. Probably a small increase, from an increase of the wrecking business or more engaging in it.

No. 15. From all the islands of the consulate alike. Boys are usually employed on board of the smaller island vessels quite young, in fishing, turtling, diving for conchs, and obtaining sponge, and become good divers and sailors. Pilots are licensed, but not particularly educated as such. Regulations for pilots forwarded. Laws 584, 585, and Session Laws, 1851.

No. 16. No government vessels are stationed in the colony.

Nos. 17 and 18. They are not.

No. 19. They can.

No. 20. They are generally sober and orderly men, and good sailors. The officers are mostly white men, and sustain a fair character as navigators.

No. 21. Generally the same as used in the United States; are often purchased there and from American vessels wrecked on the Bahama Banks.

No. 22. Principally from the receiver general's office.

No. 23. No books or pamphlets have been published; neither reports.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. All vessels built in this colony are registered and named from Nassau only. The tonnage of out island vessels is not kept separate. All the vessels of the colony over twenty tons are engaged in wrecking, foreign and internal trade, and in obtaining sponge, without any distinction. The tonnage of all the English vessels in this consulate in the year 1852, over twenty tons, amounted to 4,351 tons.

No. 2. Twenty Nassau vessels entered from foreign voyages, with a tonnage of 1,373.

No. 3. Seventeen vessels cleared for foreign trade, including ports in the British dominions, and they made 39 voyages during the year, 23 of which were made to the United States. The aggregate tonnage of these vessels amounted to 1,234 tons; and the aggregate of the 39 voyages, 2,708 tons.

No. 4. The number of vessels from the United States was 98, with a tonnage of 15,940 tons.

No. 5. There were eleven vessels from the British dominions, amounting to 1,981 tons. No vessel arrived from any foreign country in that time, except the United States.

No. 6. Vessels over 20 and under 50 tons, 59; over 50 and under 100 tons, 26; over 100 and under 200 tons, 3; and 1 of 318 tons. The three largest vessels were originally United States vessels, which had been condemned and sold as unfit for repairs.

No. 7. The outward cargoes are fruit, salt, sponge, dye-woods, and wrecked property. Inward cargoes, the necessities and a few of the luxuries of life. Voyages to the United States are, from 10 to 15 days, out and in; to London, from 25 to 35 days; return in from 40 to 50 days. Freight to the United States about 50 cents per barrel, and at that rate, and \$5 per ton dead weight. Freight to England varies, say from \$15 to \$20 per ton. Vessels are seldom chartered.

No. 8. There is none.

No. 9. Bringing to Nassau the products of the out islands, cattle, sheep, dye and other wood, &c.; return cargoes of flour, corn, salt meats, and other necessities.

No. 10 Foreign vessels can trade to and from any of the ports of the colony, the same as Nassau vessels.

No. 11. None.

No. 12. Tonnage duty is 24 cents per ton, registered tonnage. There is no light money or hospital fees; there is a clearance fee on vessels of 30 and not exceeding 60 tons, of \$1 20; over 60 and not exceeding 100 tons, \$1 80; and in that proportion. Session Law of 1854, p. 13.

No. 13. They are regulated by law, and are generally considered safe. Laws, pp. 584, 585; Session Laws, 1851; also Regulations for Pilots and Harbor Masters.

No. 14. Laws, p. 599, and Session Laws, 1852, p. 21.

No. 15. None whatever, which is disgraceful to the colony.

No. 16. See last answer.

No. 17. Vessels are moored in the harbor, there not being sufficient water to come to the wharves. Regulations as before.

No. 18. Passengers are reported by the master; no passports or fees required; the baggage is examined by a custom-house officer.

No. 19. Laws, page 520. Drayage not regulated by law.

Nos. 20 and 21. There are no steam vessels in the colony.

No. 22. There is no material change, probably increasing.

No. 23. There is a gradual increase, probably from the intercourse with England; by sailing vessels decreasing.

No. 24. None that I am aware of.

No. 25. Nothing.

No. 26. Nothing more than is now sent.

No. 27. None whatever.

No. 28. The boats mostly used are necessarily small, a great portion are American built, and purchased at wreck sales of vessels' materials.

No. 29. There is a small sailing packet monthly to St. Thomas, which connects with a mail with England, conveyed by the English Royal West Indian Steam Mail Company; also a monthly inter-insular communication. Laws, page 623.

No. 30. Insurance is usually effected in the United States, but comparatively few vessels in this consulate apply for insurance.

No. 31. They are not.

No. 32. Some of the facts from the Receiver General's office, (corresponding with the Collector's office in the United States.)

No. 33. No books or pamphlets have been published, neither reports, official or otherwise.

No. 34. I am not in possession of any general information in relation to the West India colonies.

BARBADOES.

WILLIAM E. HYTER, *Acting Consul*.

SEPTEMBER 23, 1854.

I have the honor to transmit herewith replies to the queries proposed in the circular of October 8, 1853, together with such documents and information as I deemed best calculated to convey the information required.

ANSWERS.

QUERIES No. I.

Ship building.

No. 6. No vessels have been built in this consulate in 1852, nor since.

No. 7. The kind of wood principally used in this port for vessel's timbers is Bahama wood—the descriptions are, for heavy timbers, knees, &c., horse-flesh mahogany, dog-wood, locust, and cedar. For planking, pitch or yellow pine is most generally used for the bottom; for the decks, white pine plank is preferred—when not obtainable, pitch pine is substituted. Owing to the limited quantity of ship building here, whole cargoes of the woods, adapted to this purpose, are but seldom imported. Timbers cost \$1 25 to \$1 75 each, according to size; the average sizes imported are 7 and 8 inches square. Pitch pine costs \$25 to \$30 per M, white pine \$20 to \$24, as to quality.

No. 8. The spars used for masts, &c., are imported from the British North American provinces, and are of spruce. For lower masts, pitch pine is sometimes used; prices of masts and spars vary according to size, from \$5 to \$50, and sometimes higher.

No. 9. For fastenings, copper from the bends down, and iron from the bends up, is always used. The deck is generally copper fastened. Composition spikes and nails are sometimes used in place of copper, where orders are to this effect. Copper nails and spikes cost 38 cents per lb.; iron nails and spikes cost 8 cents per lb.; composition spikes and nails cost 30 to 35 cents per lb.

No. 10. The sheathing most in use now is of yellow metal, formerly copper was preferred. This article is also called "Muntz metal," it costs 30 cents per lb., (copper costs 35 cents;) it is largely used and is as durable as copper. It is imported from England.

No. 11. The only method known at this port for the seasoning and preservation of ship timber is by housing it and otherwise securing it from the effect of the weather. Salt is placed between the skin and sealing of vessels, and between the various frames of timbers as a means of preserving them.

No. 12. There are no public depositories of ship timber.

No. 13. There are no private depositories of timber, independent of two shipwright yards, which only keep a sufficiency on hand to supply their own wants.

No. 14. Tar, pitch, and oakum are the only materials used for caulking and seaming; the two first are imported from the United States, the latter is picked here; they are prepared and used as usual.

No. 15. English hemp rope, wound and served, for standing rigging, and hemp and Manilla for running rigging; no other descriptions are in vogue. Hemp costs 14 cents per lb., and Manilla 16 cents per lb.

No. 16. Sails are made of Gourock canvas, sometimes of cotton canvas; both sorts are imported from England and Scotland; the former description is preferred.

No. 17. There is no difference in the rig of the various descriptions of Barbadoes vessels (say, schooner, brigantine, brig, barque, &c.,) from that of American vessels of the same denominations.

No. 18. The sort of anchors used are kedge anchors, the cables are steam tried. Wooden blocks of American or British province manufacture. The "American Patent Friction Blocks" are always preferred when to be obtained. This description of block would come into general requisition if its advantages were more extensively known.

No. 19. No peculiarities are noticeable in the make of rudders; they are made plain, say, the main-piece of hard wood, and backing of some soft wood, such as fir, spruce, &c., and the usual manner of steering is, in the larger class of vessels, by a wheel, in small craft, by a tiller.

No. 20. What few vessels are, from time to time, built here, are sharp built and are accounted very safe and good sea boats.

No. 21. They will bear a favorable comparison, in regard to their sailing qualities, with other vessels of a similar tonnage and rig.

No. 22. This question may be answered as above, and it is supposed from their build that they will carry considerably more dead weight than their admeasurement of tonnage, under the new act.

No. 23. A vessel faithfully built of good West India timber, with ordinary repairs, is certainly seaworthy for thirty years; and vessels are now trading out of this port built here in the years 1820 and 1825.

No. 24. All shipwrights employed at this port are natives—principally blacks and colored; only a few, being employers and foremen, are whites.

No. 25. Journeymen shipwrights are paid by their employers at the rate of 85 to 96 cents per day, according to merit; and are charged for in bills of repairs to vessels, &c., at \$1 25 per day.

No. 26. There are only two ship building yards here, adjoining one another. Being private concerns, it is difficult to arrive at a just estimate of their cost and expenses. They hire about 30 to 40 hands between them; seldom more. The cost of these establishments can be, in some measure, ascertained by the above rates of wages.

No. 27. There are no public or private docks of any sort here. The carenage opening in Carlisle Bay is, however, used for this purpose. The depth of water at the bar (low water mark) is eight feet; at high tide a vessel, in ballast, of 800 tons, can be brought in easily.

No. 28. Yes; on the same terms as British vessels, *i. e.*, for lay days, 1 cent per ton per day; while taking in or discharging cargo, 2 cents per ton per day; for careening or heaving out, 3 cents per ton per day, with the use of the mole head for the discharging of tackles, ropes, cables, and ship appurtenances generally.

No. 29. There are no marine railways of any kind here.

No. 30. With us vessels are built on the usual stocks—that is, common blocks and ground-ways. The method of launching is by a cradle, the only one known and resorted to.

No. 31. None. The machines, implements and tools in use by our shipwrights are not different, that we know of, from those in use elsewhere; they are of simple and old fashioned construction.

No. 32. Tar, pitch, resin, pine, and, indeed, all such articles as are wanted in a shipwright's yard, would meet a market here; and our ship builders are almost entirely supplied with the above from the United States. The average prices are, for tar, \$3 50 to \$5; pitch, \$3 to \$4; resin, \$2 50 to \$3. Two or three hundred barrels a year of each description would be quite sufficient for the consumption of this island. Duties are 3 per cent. ad valorem, and on lumber of all kinds, 50 cents per thousand feet. Pitch pine is imported altogether from the southern States, and sells at the prices quoted in answer No. 7; and is appropriated to so many other uses that a reply as to extent of market and quantity consumed for this special purpose would be only suppositional and nominal.

No. 33. None; as above stated, most of the wants of our ship builders are supplied from the United States.

No. 34. For vessels built of the materials before specified, (in answer No. 7,) about \$45 to \$50 per ton is the usual charge for building; this price is for hull and spars alone. Most of the vessels that have been built at this port are of one class—schooners of from 20 to 60 tons—and one or two larger vessels. The price per ton does not differ on account of the size of the vessel to be built.

No. 35. Under the new Navigation Act, American vessels are eligible to be sold at this or any other British port, and there are one or two vessels so owned here. The probability is that they may be sold to advantage, owing to the fact that they can be built cheaper there than here. The price would depend entirely on their size, tonnage, and description. They would most likely be purchased for the intercolonial trade; vessels from 80 to 150 tons, brigantine rig, would be preferred to those of another size.

No. 36. The information given in answers to queries No. 6 to 35, inclusive, has been obtained from two competent shipwrights, and from masters of various vessels belonging to this port.

No. 37. No books, pamphlets, or works of any description have been published here on the aforesaid subjects.

No. 38. Very few ships are ever built at this port, and none having been built for the last few years, it may be considered rather on the decline than contrariwise; causes unknown.

No. 39. But trifling interest exists here in favor of the introduction of American improvements in ship building, owing to the fact that there is very little done here in that line.

No. 40. All the information that could be obtained with regard to ship building, &c., at this port, is embodied in the foregoing answers to the queries from Nos. 1 to 40.

QUERIES No. II.

Sailors in merchant service.

No. 1. An answer to this question cannot be given, as there is no way of ascertaining.

No. 2. The vessels owned here, being small, carry about one man to every ten tons. The only officer employed on board, besides the captain, is a mate, whose duties are very similar to those in the merchant service of other countries. No steam vessels belong to this port.

No. 3. There are no licensed pilots at this port, captains act as their own pilots.

No. 4. They are not.

No. 5. The same laws and regulations exist here as in the British merchant service.

No. 6. British seamen are admitted into the general hospital. No provision for American seamen, except what the consul provides.

No. 7. In the usual form.

No. 8. No, they are averse to seeking foreign employment, although no law is in operation in the island by which they are prevented from doing so if they like.

No. 9. Very seldom.

No. 10. Rations and allowances are as usual elsewhere, say : flour, bread, pork, beef, &c.; when in port, fresh meat three days in the week is allowed. Three glasses of rum per day, per man, is served out; no wine rations. (Form of shipping articles herewith forwarded.) Absconding from vessel, or neglect of, or refusing to do duty, while on board, is liable to forfeiture of wages.

No. 11. No provision is made by law for medicine to be on board vessels, and sailors find their own outfit of clothing; an advance of half the first month's wages is customary at the time of signing articles.

No. 12. None, they are at liberty to proceed wherever they like.

No. 13. Offenders on board vessels in port are turned over to the civil authorities to be dealt with; at sea the captain exercises his authority according to the circumstances of the case. Confinement in irons, when necessary, is the principal mode of punishment; no flogging is tolerated.

No. 14. No material alteration in their number for the last twenty years.

No. 15. From no particular parts; as to primary employments, none. Very little apprenticing; what does exist is the same as in British service. No "Fisheries" or other services for boys, and no pilots, or pilot apprentices.

No. 16. In vessels of this consulate the wages are from \$12 to \$14 per month; there is no inducement, that I am aware of, except want of work or means of sustenance.

No. 17. They are only liable to be taxed when they reside or possess property on shore.

No. 18. Yes, but in the event of war only.

No. 19. Yes.

No. 20. The generality of seamen are of a very inferior description, mostly black; they are ignorant, lazy and unskilful. The officers know something of navigation, but can hardly be said to be skilled in that science.

No. 21. By chronometer sometimes, but more frequently by dead reckoning; "Norrie's Epitome of Navigation" and "Mercator's Sailing" are most generally used. The nautical instruments are those in the British and American service, and are imported from England. No improvements are known here, and no suggestions could possibly be made that would tend to the improvement of instruments, or to the attainment of any of the objects set forth in this query.

No. 22. I am indebted to the Comptroller of Navigation at this port principally, and to other gentlemen, for information elicited in the above answers to queries from Nos. 1 to 22 inclusive.

No. 23. None.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

Nos. 1 to 3. I forward, in answer to these queries, all the documents that I could obtain from the custom-house through which any information could be arrived at.

Nos. 4 to 6. No way of ascertaining, no statistics having been kept beyond the documents now forwarded.

No. 7. Small, only a few vessels between this and the French island.

No. 8. Only one out port, Speight's town, the trade between which and this city is very trifling, and monopolized by droghers.

No. 9. No internal trade.

No. 10. American vessels are allowed same advantages and privileges as British, under the new navigation act, and can carry wherever they like, except coastwise.

No. 11. No distinction is made between foreign and British vessels, the port charges, &c., being the same in entering and clearing, &c.

No. 12. Tonnage dues, \$⁵/₁₀ per ton; vessels under 60 tons pay tonnage only for the first two voyages in the year, (custom-house year commences 10th October;) after this, they are exempt from tonnage for the remainder of the year. The entrance fees are: secretary, \$3; health officer, for boarding vessel, \$1; harbor master, (on clearing,) \$2. No light or hospital money. All vessels, whether British or foreign, pay the same.

No. 13. No pilots are authorized, and no pilotage regulations are in force here.

No. 14. On arrival, vessels are boarded by the health officer; no case of epidemic sickness on board, they are subjected to a quarantine of 15 days; if no fresh cases appear in that period, they are admitted to pratique, otherwise they are detained in quarantine until they are declared healthy by the visiting doctor and health officer. Bills of health are not usually demanded here, except from vessels arriving from a port at which some contagious disease was known to have prevailed at the time of her departure.

No. 15. There is a marine hospital, but American seamen are not admitted on any terms.

No. 16. It is out of my power to state what arrangements would be likely to facilitate this object; at present I think none.

No. 17. See answer to question No. 28, Queries No. I.

No. 18. No regulations exist at this point as to the landing of passengers. No passports are demanded, and their baggage is free after examination by one of the custom-house officers; no fees are exacted.

No. 19. Usual charge for storage is 5 cents per barrel per month; drayage, 2 cents per barrel.

No. 20. There are no steam vessels belonging to this port.

No. 21. The above will suffice in answer to this query.

No. 22. There has been no material difference in the commerce and navigation of this port for many years.

No. 23. It is, owing to the geographical position of the island. American vessels bound to the British West Indies generally find it advantageous to call here first.

No. 24. A reduction of the duties levied in the United States on our exports, (sugar, molasses, &c.,) would, probably, tend to increase the commerce between the two places.

No. 25. The staple produce of the island being sugar, molasses, rum, ginger, aloes, &c., I think that these may be exported to the United States to a much greater extent than at present, if the reduction of duties suggested in the above answer to question No. 24 was adopted.

No. 26. The general exports of the United States are already imported into this island.

No. 27. None whatever.

No. 28. By a reference to tabular form A, as answer to question No. 6, in Queries No. III, the number and size of boats used by Barbadoes vessels may be arrived at in proportion to the tonnage of the vessels; as to the description, they are of much the same build as those used in American vessels of a similar tonnage.

No. 29. None.

No. 30. Vessels belonging to this port are usually insured in England at Lloyd's house, through their agents here. Rates vary according to age, construction, qualities, &c., of the vessels.

No. 31. No, they are not allowed.

No. 32. From the custom-house authorities, and from gentlemen qualified to furnish the information needed.

No. 33. None of any description.

No. 34. All the information I could possibly obtain in relation to the foregoing are embodied in these answers. Many of the questions proposed are scarcely appropriate to this consulate, from its small size and from our limited intercourse with the United States.

TRINIDAD.

E. B. MARACHE, *Consul*.

MARCH 10, 1854.

I have to own the receipt of your circular under date of October 8, 1853, accompanied by certain queries to be answered by me. I have found great difficulty in collecting any reliable information on the points in question; but I now enclose herewith detailed replies, as far as possible, to the several questions, regularly numbered. You will see by my answers to the questions, referring to the tabular forms, that it would be impossible for me to fill up the same with any degree of accuracy. I have, therefore, not attempted to do so; and would remark that the shipping connected with my consulate is so inconsiderable in quantity, and consists principally of small droghing boats, used for bringing sugar and molasses from the different bays on the coast, that I much question if such information (even if it could be obtained) would be of any value.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 1. The rules are the same as those in England, under acts of Parliament 5 and 6 William IV, chapter 56.

No. 2. Register only, as per form herewith.

No. 3. Bill of sale same as in the United States.

No. 4. No.

No. 5. Yes, on the same terms as British built vessels.

Nos. 6 to 9. No ships are built here.

No. 10. Copper sheathing is used for repairing.

- Nos. 11 to 13. None.
 No. 14. Pitch and oakum, as in the United States.
 No. 15. None used, except for trifling repairs.
 No. 16. None. English canvas used for repairs.
 No. 18. Same as those in the United States.
 No. 19. None.
 No. 24. None here that can be called shipwrights.
 Nos. 26 to 34. None.
 No. 35. No demand for vessels at present.
 No. 36. From the custom-house and the comptroller of navigation laws.
 Nos. 37 to 40. None.

QUERIES No. II.

Sailors in merchant service.

- No. 1. In foreign and coasting trade about 300, principally natives of the West Indies. No internal trade.
 No. 2. Proportion impossible to ascertain, the greater number being employed in droghers, of whom no exact account is kept.
 Nos. 3 and 4. None employed.
 No. 5. The same as those in England.
 No. 6. None.
 No. 7. In any way by which they can be obtained.
 Nos. 8 and 9. No.
 No. 10. No shipping articles used, and no particular regulation as to rations, &c.
 No. 11. None. Advances are generally made.
 No. 12. None.
 No. 13. They are tried before a magistrate on arrival here.
 No. 14. No means of ascertaining.
 No. 15. There is no apprentice system in operation ; no fisheries, except a whale fishery on a small scale.
 No. 16. No means of ascertaining.
 No. 17. None.
 Nos. 18 and 19. Yes.
 No. 20. Generally very indifferent.
 No. 21. Same as used in the United States.
 No. 22. From the comptroller of the navigation laws.
 No. 23. None.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

- No. 1. Total tonnage of English vessels in all trades in 1852, 1,170 tons. No means of ascertaining the number in each trade separately, there being no accounts kept.
 Nos. 2, 3, and 5. No means of ascertaining.
 No. 4. 64 vessels, 11,472 tons.
 No. 6. None built here.

No. 7. The few vessels in foreign trade—principally with the United States and British provinces—on owners' account, and never chartered.

No. 8. Droghing sugar and molasses.

Nos. 9, 11, 13, 18, 27, and 33. None.

No. 10. In foreign trade only, and on same terms as British vessels.

No. 12. Tonnage duty 42 cents per ton; no other charges.

No. 14. Regulated according to circumstances.

No. 15. There is one hospital, to which American seamen are admitted by paying \$1 per day. Medical attendance, &c., very good.

No. 17. No particular regulations. No fees.

No. 19. No regular charges.

No. 20. Generally in England. No import duty. Other particulars cannot be ascertained.

No. 21. Coals from England. Price varies very much, from \$7 to \$14 per ton.

Nos. 22 and 23. About stationary.

No. 24. I am not aware of any.

No. 25. Nothing.

No. 26. Provisions and lumber.

No. 28. Very few boats used here, and no demand at present.

No. 29. The English Royal Mail Steam Packet Company's vessels touch here twice a month.

No. 30. No means of effecting insurance here.

No. 31. No means of ascertaining.

No. 32. From the Comptroller of the Navigation laws.

No. 34. None in my possession.

BERMUDA.

W. TUDOR TUCKER, *Consul*.

FEBRUARY 23, 1854.

Herewith I have the honor to forward replies to the first and second sets of queries contained in your circular of 8th October last.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 1. The same as in other British possessions.

No. 6. In 1852, four vessels; in 1853, five.

No. 7. Cedar, the growth of the island, is generally used in Bermuda for the timbers and planking above the water line; pitch pine for the bottom and decks—sometimes white pine for the decks. These are imported from the United States. The duty on all articles imported into the colony, with very few exceptions, is now three per cent. *ad valorem*. The general cost at the ship yard for cedar timber is 84 cents per cubic foot, cedar plank 6 cents per superficial foot, and pitch pine \$35 per M superficial feet.

No. 8. Spars are always imported from the United States, and are such as are used by vessels of the United States.

No. 9. Copper fastenings generally to the main wales, imported from England at a cost to the builder of about 32 cents per pound. Iron fastenings in the top, sides, and deck, at cost of about 4 cents per pound.

No. 10. Copper sheathing is generally used ; is imported from England, and costs the builder about 36 cents per pound. Sometimes zinc or yellow metal is used.

Nos. 11, 13, 17, 19, 26, 27, and 29 to 33. None.

No. 12. There is the government naval yard, where timber, spars, &c., are kept for the repair of vessels-of-war, and where articles can be purchased for repairing other vessels, at an advance of 20 per cent. on the actual cost to government, provided such articles cannot be procured elsewhere in the island.

No. 14. Pitch and oakum in general use ; the former from the United States, costing \$4 per barrel ; the latter from England, cost \$8 per 100 pounds.

No. 15. Hemp cordage for the standing rigging, and Manilla for the running. These are imported either from the United States or England. The price of hemp is \$15, Manilla \$17, per 100 pounds.

No. 16. Of linen canvas, imported from Great Britain ; price, \$15 50 per bolt of No. 1, decreasing 50 cents per bolt for each number above.

No. 18. Those in general use imported from England.

No. 20. They are generally considered very safe.

No. 21. They sail remarkably well.

No. 22. They carry well for their size.

No. 23. About thirty years, with ordinary repairs. There are some Bermuda built vessels over 50 years old, without being rebuilt.

No. 24. Natives of Bermuda.

No. 25. Ship builders' wages in the yard are \$1 per day ; when employed at transient work, \$1 50 to \$2 per day.

No. 28. Foreign vessels are permitted to make use of whatever means the island affords for the repair of vessels.

No. 34. The charge for building the hull alone is \$24 per ton, carpenters' measure, independent of sheathing, cabin works, or fittings of any kind.

No. 35. Some few American vessels, of from 200 to 300 tons, have latterly been purchased, at remunerating prices ; such as are fit to carry cattle or cargoes of molasses, but there is very little demand for them.

No. 36. From the Comptroller of the Customs, and the principal ship builders here.

No. 37. None have been published.

No. 38. The building of small vessels is declining, as they are found to be unprofitable. Larger vessels are more in demand, of which there are some few in course of construction.

No. 39. Late improvements in American ship building are introduced into Bermuda.

QUERIES No. II.

Sailors in merchant service.

No. 1. In 1852 the number of seamen employed in Bermuda vessels was 247 ; in 1853, 259.

No. 2. On an average, about nine men to the 100 tons, not including the master.

No. 3. Merely for going in or out of port.

No. 4, 9 and 18. No.

No. 5. Copies of the laws of the colony relating to merchant seamen are herewith forwarded ; these have been extended by an act of 1853.

No. 6. None, except the government naval hospital for seamen from vessels-of-war.

No. 7. As they can be picked up.

No. 8. Bermudian seamen frequently seek employment on board American vessels; this is not discouraged by law.

No. 10. There is no regular ration. Seamen in Bermuda vessels generally have as much as they require of salt meat, fish, bread, potatoes, rice, and tea or coffee. No spirits or wine is allowed. Form of articles is attached to the colonial law of 1848.

No. 11. No provision is made by law for medicine. Advance wages are generally paid to seamen when shipped.

Nos. 12 and 13. None.

No. 14. The number of seamen has decreased nearly one-fifth since the year 1848, owing to the smaller amount of shipping owned in the colony.

No. 15. Native sailors are obtained from all parts of the island. Youths go to sea for a year or two, sometimes as apprentices, after which they are considered seamen. There is no regular apprentice system, nor fisheries or other service for boys. Pilots are a distinct class of men.

No. 17. No civilian is liable to be called on to perform any military duty in Bermuda. Sailors are not exempted from performance of civil duties, or payment of taxes exacted from persons on land.

No. 19. Yes, under a recent act of Parliament, not yet received in this island.

No. 20. The common sailors in Bermuda vessels are colored, and, generally speaking, ignorant and indolent. The officers are, for the most part, well skilled in navigation.

No. 21. The ordinary system of instruction, and the instruments in general use in the United States, viz: compasses, quadrants, sextants, barometer, thermometer, and chronometer.

No. 22. From the comptroller of customs, and merchants of the island.

No. 23. None have been published.

ANTIGUA.

R. S. HIGINBOTHOM, *Commercial Agent*.

MARCH 17, 1854.

I have the honor herewith to annex answers to queries contained in your circular of 8th October last. I regret that the limited importance of this consulate prevents my affording information that may be valuable to our government.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 6. See tables A, annexed.

No. 7. White cedar for timber, pitch pine for planking, and spruce for decks. Cedar, the growth of Antigua, and also imported from the neighboring British colonies, at $4\frac{1}{2}$ per centum ad valorem duty; pitch pine, imported from the United States at 12s. 6d. duty per M feet, superficial measure; spruce, imported from the British provinces in America at 8s. 4d. duty per M feet, superficial measure. No regular ship building yards. Small vessels are invariably built by job, owner furnishing all materials.

No. 8. Spruce timber.

No. 9. Copper and iron; copper at 32 cents per pound, and iron at 12 to 16 cents per pound.

No. 10. Chiefly copper sheathing, at 32 cents per pound, imported from Great Britain.

Nos. 11, 12, 19, 27, 29, 30, 31, 39. None.

No. 13. Several.

No. 14. Oakum, obtained from old hempen rope; and pitch, imported from the United States.

No. 15. Hempen rope, at 14 cents per pound, and Manilla rope, at 24 cents per pound.

No. 16. Generally Russian duck, imported from Great Britain.

No. 17. Sloops and schooners.

No. 18. Usual blocks, anchor, and cables.

No. 20. Considered safe.

No. 21. Rather slow.

No. 22. Heavy cargo for their tonnage.

No. 23. About twenty years.

No. 24. Natives.

No. 25. Wages from \$1 to \$1 50 per day.

No. 26. One dock yard, (English Harbor,) government property.

No. 28. Foreign vessels would be permitted to repair at the dock yard.

Nos. 32, 33, 34. Refer to answer to query No. 7.

No. 35. Island built vessels preferred.

No. 36. John Willoughby, Comptroller of her Majesty's customs in Antigua; William Simpson, landing surveyor of colonial treasury department; Joseph Sherrington, accountant in colonial treasury department.

No. 37. Finances of island, for 1852, (in pamphlet,) by Thomas Price, colonial treasurer, annexed.

No. 38. On the decline; general depression of trade throughout the British West Indies.

No. 40. Not attainable; but of trifling importance.

QUERIES No. II.

Sailors in merchant service.

No. 1. See table B, annexed.

No. 2. Average about four—master and crew.

No. 3. Merely for vessels going in or out of port.

No. 4. Seldom.

No. 5. See act of Parliament, 13 and 14 Vic., ch. 93.

No. 6. May be sent to the seamen's ward at the infirmary, vessels to which they belong paying a ratio of \$1 50 per diem for medical and other attendance.

No. 7. General monthly hiring.

No. 8. Not often; not discouraged by law.

No. 9. Seldom.

No. 10. About 2½ pounds of provisions daily. Wheat or corn flour, salted pork or beef, and cod fish; also sugar or molasses. No spirits or wine allowed as rations. Shipping articles seldom required. For non-performances of duty or desertion. Paid monthly.

Nos. 11 and 12. None. Seldom.

No. 13. Settled by local magistrate.

No. 14. Decrease. Depression of trade.

No. 15. Through the island generally. No sailors' apprentice act. Generally a distinct class.

No. 16. Does not refer to this island.

No. 17. They are exempt.

No. 18. They are not.

19. They can, and on the same terms.

No. 20. Sailors generally active. Not skilled in navigation.

No. 21. The theory or system of navigation not practised by Antigua merchant sailors.
Compass only.

No. 22. Same as stated in No. 36, Queries No. I.

No. 23. No books or pamphlets on the aforesaid subjects published.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

Nos. 1 and 6. See table C, annexed.

Nos. 2 and 3. There were no sailing vessels in merchant service in foreign trade in 1852 in Antigua.

Nos. 7, 10, 11, 15, 18, 20, 21, 27, 30, and 33. None.

No. 8. Produce of the island generally.

No. 9. Produce of the island and foreign provision.

No. 12. Forty cents per ton, also harbor dues.

No. 13. See table of pilotage annexed. Pilots are generally relied on for safety. Pilots are licensed.

No. 14. Fourteen days from an infected port. Health bills, with the seal of the medical officer of the port whence they came.

No. 16. See answer to Queries No. II, query No. 6.

No. 17. Spars or booms hanging over decks to be taken in within forty-eight hours after anchoring, or subject to a penalty of five hundred dollars if enforced by the harbor master. Eight cents per barrel.

No. 19. Five per centum.

Nos. 22 and 23. Decreasing; depression of trade.

No. 24. Not applicable to Antigua.

No. 25. Nothing.

No. 26. Breadstuffs and other provisions.

No. 28. Heavy built. About seventy dollars. Island built preferred.

No. 29. Royal mail steamers.

No. 31. Not allowed.

No. 32. Same as stated in No. 36, Queries No. I.

No. 34. Not attainable, but of no importance.

ST. CHRISTOPHER.

JOHN R. THURSTON, *Acting Commercial Agent.*

FEBRUARY 16, 1854.

In compliance with the directions contained in your circular dated October 8 last, I now enclose answers to the several queries therein contained; also the several documents referred to in said answers, with a sketch of the hull of a vessel, showing the mode of measuring vessels for tonnage in use at this consulate; and hope the whole may prove satisfactory to the department.

ANSWERS.

QUERIES No. I.

Ship building, &c.

No. 1. Vessels are measured for tonnage by an officer appointed by the British government,

called the Comptroller of navigation laws and Surveyor of shipping ; for rule and example, see document marked A.

No. 2. Certificates of registry are granted by the above named officer ; for form, see document marked B.

No. 3. Vessels are transferred by bill of sale ; for form of which, see document marked C.

No. 4. Foreigners are not allowed to own colonial built vessels, but they are allowed to command them ; also to employ them by hiring the same by the day, month, or voyage.

No. 5. Foreign built vessels may be owned by British subjects, the same as if British built.

No. 6. Two small vessels of four tons each.

No. 7. The wood used for building is of two kinds, viz : native wood, which is cut in the mountains, for timbers, &c. ; the planking is of pitch pine plank, which is imported from the United States of America, the average price of which is \$45 per M feet, superficial measure ; the import duty is \$3 per M feet.

No. 8. The masts and other spars are pine, which is imported from the United States of America, and worth from \$5 to \$30, according to size ; the duty on which is eight per cent. on the cost.

No. 9. The fastening is of two kinds, viz : copper for the lower works of the vessel, and iron for all parts above water ; both of these articles are imported from Great Britain by merchants residing in this island ; the price of copper is 40 cents per pound ; that of iron, about 12 cents per pound ; duty on same, 8 per cent. *ad valorem*.

No. 10. Copper sheathing is used and imported as in answer No. 9 ; price and duty the same.

No. 11. The timber is seasoned merely by exposure to the sun and air.

Nos. 12 and 13. None.

No. 14. Pitch and oakum ; the pitch is imported from Great Britain, the oakum is generally made in this island from old rope, and can be bought at about eight cents per pound ; cost of pitch, about \$7 per barrel.

No. 15. Cordage of all sizes is imported from Great Britain by resident merchants, and is sold at 16 to 18 cents per pound.

No. 16. Canvas, and obtained as in answer 15.

No. 17. None. Vessels are generally sloop-rigged, being more easily handled.

No. 18. All anchors, cables, &c., obtained as in answer 15 ; the cables are chain.

Nos. 19, 26 to 31, and 39. None.

No. 20. They are as good as any built in the West Indies, with the exception of Bermuda vessels.

No. 21. They are generally fast vessels.

No. 22. They carry good cargoes for their tonnage.

No. 23. About twelve years.

No. 24. Shipwrights are natives of the island—they are all colored men.

No. 25. From fifty cents to \$1 50 per day, according to capability.

No. 32. I do not think any materials for ship building could be imported from the United States with any advantage to the importers, as the number of vessels built is so small ; pitch pine lumber is imported for general purposes, such as house building, &c., &c.

No. 33. I do not think that any materials used in ship building could be carried to the United States with any advantage, as all the materials used can be obtained at a lower rate in the United States than they could be here.

No. 34. Workmen are generally hired by the day in ship building, at the rates mentioned in answer 25.

No. 35. As none but small vessels are used here, they can be built at a lower rate in the island than they could be in the United States. The principal use to which vessels are put here is droghing sugar, &c., from the out bays to the port of Basseterre.

No. 36. The answers to the foregoing queries are obtained by practical observation during my residence in this island.

No. 37. No books or pamphlets have been published on the aforesaid subjects.

No. 38. Ship building has been confined to only small vessels for the droghing trade of the island; has not increased or fallen off to any extent.

No. 40. The usages of all the British West India Islands are generally the same.

QUERIES No. II.

Sailors in merchant service.

No. 1. The whole number of seamen employed in the island does not exceed one hundred men. They are natives of this and the neighboring British islands.

No. 2. About six men to a vessel of thirty tons.

No. 3. No pilots are employed here, as the anchorage is an open harbor.

Nos. 4, 5, 12, 21, 23. None.

No. 6. Sick, disabled, or infirm seamen are allowed to enter a hospital, where they are found in everything requisite, on their paying fifty cents per day during the time they remain there.

No. 7. They are shipped by the month.

Nos. 8 and 9. No.

No. 10. No wine or spirits are allowed, but the men are allowed salted beef or pork, flour and peas; the food is cooked on board the vessel and served out to the crew twice a day. Wages are paid by the day or month, as agreed on.

No. 11. No advance of money paid when shipped, and no provisions for medicines are made, nor any outfit of clothing.

No. 13. They are discharged if they do not behave properly, and merely paid for the time they have been on board.

No. 14. They remain about the same.

No. 15. From the island the vessel belongs to in which they sail. To the latter part of the query, none.

No. 16. This query does not apply here.

No. 17. Sailors are not liable to civil or military duties, but they pay taxes on any property they possess.

Nos. 18 and 19. Yes.

No. 20. Their knowledge is confined to coasting and short voyages about the islands.

QUERIES No. III.

Shipping, navigation, tonnage, &c.

No. 1. No English vessels were employed in foreign or coasting trade in this consulate in 1852

No. 2. No St. Christopher vessels employed in the foreign trade in 1852.

Nos. 3, 5, 11, 17, 21, 33, and 34. None.

No. 4. Forty vessels, making a tonnage of 5,955, entered and cleared at this consulate in 1852.

No. 6. Answer same as to query No. 6, in Queries No. I.

No. 7. There is no foreign trade with St. Christopher. The principal trade is carrying sugar and rum to Great Britain.

No. 8. Droghing sugar, rum and molasses from the out bays to Basseterre.

No. 9. Selling sugar, rum, molasses, arrow-root, tous les mois, fruits, and vegetables.

No. 10. Foreign vessels are allowed to purchase any of the staple commodities of the island on the same terms as British vessels.

No. 12. All vessels, both foreign and British, entering at this port, pay a tonnage duty of 1s. 6d. sterling, or 36 cents, per ton ; also a fee of \$4 to the colonial secretary, which is all the charges paid by the vessel. The duties on the cargo are paid by the owners thereof. For tariff of duties, see document marked D. On vessels arriving with a cargo for sale, the duties on the cargo are paid either by the seller or purchaser, according to agreement made at the time of sale.

No. 13. No pilots are required at this port, as the entrance to the harbor is open, and free from all obstacles, such as reefs, &c.

No. 14. A quarantine of fourteen days is exacted from all vessels arriving from an infected port. No fees or charges are made. A bill of health is required to be produced, signed by a consul, health or quarantine officer at the port from which the vessel has sailed, stating that no infectious or contagious disease prevails there at the time of the vessel sailing from thence.

No. 15. American seamen can be admitted in the hospital on payment of the sum of fifty cents per day during the time they remain there. The medical and surgical attendance is as good as any in the West Indies in such establishments.

No. 18. No passports are required from passengers arriving at this consulate ; their baggage is inspected by an officer of the customs, in order to prevent any articles not in use from being landed without payment of duty. No fees are exacted for such service.

No. 19. Agreements are made between the parties for storage, &c.

No. 20. We have no colonial steam vessels, with the exception of those belonging to the Royal Mail Steam Company.

No. 22. The general trade at this consulate with Great Britain has increased during the last year, in consequence of large crops of sugar, rum and molasses being made, which has required a larger number of vessels to convey the same to England ; there is every reason to suppose that the crop of the present year will exceed that of last year ; during 1852 two American vessels were chartered to convey sugar, &c., to London.

No. 23. The commerce of the United States with this consulate has not fallen off. In 1853 there were thirty-one American vessels, with a tonnage of 5,070, entered and cleared at this consulate ; the difference between this and the number in 1852 is owing to the prevalence of cholera at Nevis, which has in a great measure affected the trade of this consulate.

No. 24. The intercourse and friendly relations between the two countries are as favorable as can be wished for, and the fact that ships belonging to the United States are employed for the conveyance of the staples of this consulate to London shows it.

No. 25. Colonial merchants obtain better prices in Great Britain for their produce than could be obtained in the United States, owing to a protective duty on foreign sugars in England. These islands cannot compete with slave-grown sugar, such as Cuba, Porto Rico, &c.

No. 26. All the supplies—flour and grain, lumber, staves, &c.—are imported from the United States.

No. 27. See answer No. 24.

No. 28. The boats used at this port are employed in landing and taking off goods from the shore to the ships at anchor, as there are no wharves for vessels to lie at; and on account of a heavy surf being generally on the shore, these boats require to be built very strong. They are 15 to 17 feet keel, and cost about \$40 each; such boats as are built in the United States would not answer, as they could not land or take off a heavy load in a rough sea.

No. 29. None but the steamers belonging to the Royal Mail Steam Company.

No. 30. The vessels belonging to this island are not insured, as they do not perform long voyages, and, in the hurricane season, are laid up in some sheltered bay on the coast; consequently, there is little or no risk of their being lost, and, therefore, insurance is unnecessary.

No. 31. Merchant vessels trading from Great Britain to this consulate generally carry one to four guns, merely to be used in making signals.

No. 32. Answers same as No. 36, in Queries No. I.

FALKLAND ISLANDS.

PORT STANLEY.

W. H. SMILEY, *Commercial Agent.*

MARCH 8, 1854.

I have the honor to acknowledge the receipt of your Circular of Instructions, dated Washington, October 8, 1853, and now reply to such questions as can be answered.

ANSWERS.

QUERIES No. I.

No. 1. No vessels are built here.

No. 5. They are; no distinctions are made.

No. 25. From \$2 50 to \$5 per day.

No. 26. There are none.

No. 29. There are none; but one is much needed.

No. 37. There is no printing done here, and there is not a printing press upon the islands.

QUERIES No. II.

No. 3. Pilots are employed to take vessels in and out.

No. 6. None.

No. 23. No books are printed or published upon the islands.

QUERIES. No. III.

No. 12. No tonnage duty and no hospital fees are exacted.

No. 13. Fee for piloting a vessel in, \$10; out, the same. Pilots may be relied upon.

No. 15. There is no marine hospital. Physicians (private) charge \$1 25 per visit, if on shore; on ships, when at anchor, \$4 80.

No. 19. There are no store-houses upon the islands; storage is effected in hulks at from \$5 to \$10 per day.

No. 24. First, by having our fisheries protected, and by making it known to the ships before sailing whether it is legal for them to fish here, or whether they are trespassers and liable to seizure.

No. 25. Flour, lard, pork, butter, rice, tobacco, oars, lumber, boots, shoes, &c.

No. 29. There is a packet which runs to Montevideo every six weeks.

INDEX.


INDEX.

Acapulco.....	416	Bombay.....	29, 649
Africa.....	100	Bordeaux.....	95
Agriculture.....	345	Brandies.....	94, 168
Aguardiente.....	139	Brazil.....	444
Aix-la-Chapelle.....	215	Bremen.....	267
Akyab.....	33	Brick.....	76
Alexandria.....	330	Bristol.....	14, 564
Algiers.....	100	British Dominions.....	5-70, 497-768
Alguere, equivalent of.....	453	Broosneeka.....	80
Alicante.....	119	Buenos Ayres.....	474
America, North.....	51-60	Burnett's patent process.....	512, 584, 585
Amoy.....	375	Cadiz.....	103, 115
Amsterdam.....	181	Calcutta.....	640
Antigua.....	762	Callao.....	457
Antwerp.....	175	Canada.....	51, 454
Apples.....	75	Canals.....	52
Aratel, equivalent of.....	453	Candia.....	321
Argentine Republic.....	474	Canea.....	321
Arica.....	463	Canton.....	371
Arracan.....	33	Cape Haytien.....	400
Arroba, equivalent of.....	453	Cape Town.....	46, 710
Arshin, equivalent of.....	315	Cardwell, Mr.....	16
Aspinwall.....	433	Carpets.....	78
Asuncion.....	479	Carrara.....	299
Athens.....	331	Carthagen.....	431
Auckland.....	693	Central American States.....	423-428
Augsburg.....	222	Chequé, equivalent of.....	314
Australia.....	39, 676	Chili.....	472
Austria.....	249-254	China.....	28, 369-380, 634
Aux Cayes.....	402	Cider.....	75
Azores.....	169	Cigarritos.....	143
Baden, grand duchy of.....	228	Cigars.....	141, 159, 239
Bahama Islands.....	63	Circular Instructions to Consuls, &c.....	3, 490
Bahia.....	449	Clocks.....	75
Bamberg.....	244	Coal.....	22, 39, 40, 55, 76, 123, 149
Barbadoes.....	65, 753	Coffee.....	134, 185
Barbary States.....	353-364	Coir.....	643, 650, 657
Barcelona.....	116	Cork.....	27, 360, 628
Basle.....	279	Costa Rica.....	425
Batavia.....	185	Cotton.....	74, 75, 76, 201, 205, 208, 301, 331
Bavaria.....	222	Cotton manufactures.....	74, 201, 205, 208, 308
Beans.....	465	Covado, equivalent of.....	454
Beirut.....	319	Cronstadt.....	81
Belfast.....	26, 623	Cuba.....	122
Belgium.....	173-176	Curaçoa.....	190
Bermuda.....	760	Currants.....	346, 347
Biche de mar.....	395	Cyprus.....	330
Biscuit.....	75	Danish Dominions.....	193-198

Denia.....	118	Ireland.....	26-28, 623-634
Denum, equivalent of.....	315	Iron.....	74, 77, 110, 212
Domestic animals.....	345	Italy.....	295, 304
Doubloon, equivalent of.....	473	Jamaica.....	61
Drachma, equivalent of.....	331	Java.....	185
Dundee.....	18	Jewelry.....	239, 281, 283
East Indies.....	29-38, 640-676	Kantar, equivalent of.....	314
Egypt.....	330	Killo, equivalent of.....	315
Emancipation.....	62	Kingston.....	61, 741
Endaze, equivalent of.....	315	Kintal, equivalent of.....	314
England.....	7-15, 499-606	Laguayra.....	440
Equador.....	442	Lahaina.....	385
Ericsson, Capt. John.....	570	Lanthala.....	394
Fairs.....	241	La Rochelle.....	93
Falkland islands.....	768	Lascars.....	645, 651
Falmouth.....	571	Lead.....	110
Fanega, equivalent of.....	458, 473	Leeches.....	317, 360
Fayal.....	169	Leeds.....	9, 558
Feejee islands.....	394	Leipsic.....	244
Fire-arms.....	76	Leith.....	15, 607
Fish.....	75	Lemons.....	301
Flax.....	78	Lepton, its equivalent.....	321
Flour.....	156, 556	Liquorice.....	301, 347
Foo-chow-foo.....	375	Lithography.....	236
Frankfort-on-the-Mayn.....	233	Liverpool.....	508
Frankfort-on-the-Oder.....	244	Lodra, equivalent of.....	314
Free trade.....	18, 21	London.....	7, 499
French Dominions.....	85-102	Macuquino money.....	152, 155
Friendly Islands.....	393	Madeira.....	168
Fruits.....	109	Malacca.....	668, 670, 671, 674
Funchal.....	168	Malaga.....	109
Furs.....	75	Malta.....	45
Geneva.....	292	Manila.....	156
Genoa.....	297	Mannheim.....	228
Gibraltar.....	43, 698	Maracaibo.....	436
Glasgow.....	20, 615	Maranham.....	449
Greece.....	331	Marco, equivalent of.....	453
Guernsey.....	580	Matanzas.....	146
Guayaquil.....	442	Maury's "Sailing Directions,".....	663
Gull-gull.....	643	Mazatlan.....	419
Halebi, equivalent of.....	315	Medida, equivalent of.....	454
Halifax.....	53, 731	Melbourne.....	41, 681
Hamburg.....	257	Messina.....	302
Hanse Towns.....	255-276	Metical, equivalent of.....	314
Hare's fur.....	239	Mexico.....	405-422
Hatters' fur.....	239	Minatitlan.....	420
Havana.....	122	Mistach, equivalent of.....	323
Havre.....	88	Modena.....	299
Hawaiian Islands.....	383-393	Moio, equivalent of.....	453
Hayti.....	397-404	Molasses.....	124, 136
Helsingfors.....	84	Monterey.....	411
Hemp.....	77, 78, 517, 541	Montevideo.....	481
Hilo.....	386	Montreal, 51.....	723
Hobart Town.....	43, 687	Munich.....	224
Honduras.....	427	Muscat.....	365-368
Honey.....	137, 346	Muskal, equivalent of.....	314
Hong Kong.....	28, 634	Nantes.....	92
Honolulu.....	383	Naples.....	299
Hull.....	11	Nassau, (N. P.).....	63, 749
Ionian Republic.....	342	Netherlands, Dominions of the.....	177-192

Newcastle	9	Rice	33, 75, 301
Newfoundland	57	Rotoli, equivalent of	314
New Granada	431	Rotterdam	179
New South Wales	39, 676	Rum	139, 308
New Zealand	693	Rupees, equivalent of	655
North America	723	Russia	71-84
Norway and Sweden	199-212	St. Christopher	68, 764
Nova Scotia	53, 58, 59	St. Croix	195
Nuremberg	226, 244	St. Helena	49, 717
Odessa	82	St. John's, (N. F.)	57, 734
Ogden, F. B.	570	St. John's, (P. R.)	151
Oil	110, 168	St. Martin	188
Oke, equivalent of	314	St. Michael's	170
Olive oil	327, 347, 348	St. Petersburg	73-81
Onoa	427	St. Pierre	98
Opium	377	St. Thomas	196
Oporto	163	Salt	107
Oranges	170, 301	San Pedro de Rio Grande del Sud	449
Oysters	75	Sardines	94, 95
Padang	191	Sardinia	297
Panama	432	Saxe-Meiningen	232
Panama hats	464, 465	Scotland	15-26, 607-623
Paper	530	Sea-slug	395
Para, equivalent of	313	Shanghai	376
Para, port of	449	Sicily	302
Paraguay	479	Silks	288, 301, 327, 346, 347, 376, 377
Paramaribo	183	Singapore	34, 654
Paris	87	Smyrna	307
Paso del Norte	419	Soap	328
Payta	464	Soberano, equivalent of	455
Pernambuco	444	Sonneberg	232
Peru	457	Sound dues	80
Philippine Islands	156	South America	429-484
Philisburg	188	Southampton	15, 583
Piastre, equivalent of	313, 314, 363	Spanish Dominions	103-160
Pic, equivalent of	332	Sponges	317
Pinang	668, 669, 671, 673	Steel	212
Plymouth	15, 577	Stettin	220
Polynesia	381-396	Stockholm	201
Ponce	154	Straw matting	288
Port au Prince	399	Stuttgart	227
Porter's patent anchor	585	Sugar	132
Port Mahon	117	Sweden	199-212
Porto Rico	151	Switzerland	277-294
Port Stanley	768	Sydney	39, 676
Portuguese Dominions	161-172	Tafia	139
Postage	280	Talcahuano	472
Prepared skins	284	Tampico	412
Prince Edward's Island	59	Tangier	355
Prince of Wales' Island	668, 670, 671	Tarragona	115
Propellers	570, 724	Tea	376, 377
Prussia	215	Tehuantepec	420
Puerto Cabello	439	Terceira	171
Punta Arenas	425	Timber	349
Quicksilver	75	Tobacco, 8, 40, 74, 75, 76, 77, 139, 159, 201, 203, 205, 280, 301, 346, 359	
Quinine	235	Trading Society, Dutch	186
Quintal, equivalent of	453	Transit	284
Raisins	113, 119, 328	Trinidad	67, 758
Rial, equivalent of	473		

Trinidad de Cuba.....	149	Wax.....	138
Tripoli.....	361	West Indies, British.....	61, 741
Truxillo.....	427	Wheat.....	556
Tumbez.....	469	Whiskey.....	94
Tunis.....	362	Wines.....	95, 107, 110, 113, 119, 167, 168, 169, 170, 219, 327, 346
Turin.....	298	Wood.....	76, 77
Turkey, the Levant, &c.....	305-352	Wool.....	40, 79, 317, 680, 715
Two Sicilies.....	299	Woolens.....	79, 240
Uruguay.....	481	Worms.....	244
Van Diemen's Land.....	43, 687	Wurtemberg.....	227
Vara, equivalent of.....	454	Zante.....	342
Venezuela.....	436	Zanzibar.....	367
Vera Cruz.....	407	Zollverein.....	213, 248
Vienna.....	251	Zurich.....	286
Watches.....	281, 282		

RETURN TO  **Government Documents Department**
350 Main Library **642-2568**
 LOAN PERIOD 1 2 3

4 5 6

ALL BOOKS MAY BE RECALLED AFTER 7 DAYS

DUE AS STAMPED BELOW

AUTO CHARGE JAN 5 1990

REC. CIR. DEC 20 '89
 DEC 10 1989

UNIVERSITY OF CALIFORNIA, BERKELEY
 BERKELEY, CA 94720
 FORM NO. DD7. 68m. 1/82

